



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

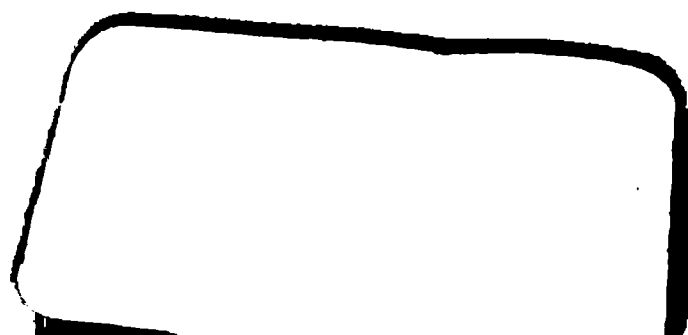
We also ask that you:

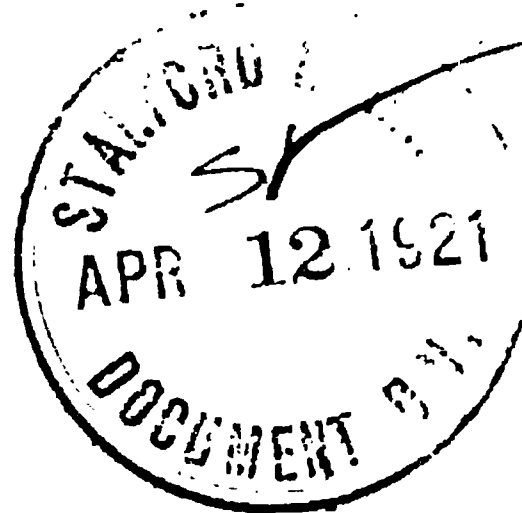
- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

305.217
(12)





Pennsylvania 1882

ANNUAL REPORT
OF THE
Secretary of Internal Affairs
OF THE
COMMONWEALTH OF PENNSYLVANIA



PART IV.
**RAILROAD, CANAL, NAVIGATION AND
TELEGRAPH COMPANIES,**

FOR THE
YEAR 1881.

HARRISBURG
LANE S. HART,
STATE PRINTER & BINDER.
1882.

278535

Y9A991 09079AT2

ANNUAL REPORT
OF THE
SECRETARY OF INTERNAL AFFAIRS.

PART IV.

RAILROAD, CANAL, AND TELEGRAPH COMPANIES,
FOR THE YEAR 1881.

COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, *February 15, 1882.*

To the Honorable the Senate and House of Representatives of the Commonwealth of Pennsylvania:

GENTLEMEN: In compliance with the requirements of the Constitution, and the acts of the General Assembly, approved, respectively, April 9, 1870, and May 15, 1874, I herewith transmit copies of such of the annual returns of the railroad, canal, navigation, and telegraph corporations, for the year 1881, made pursuant to said acts, as have been filed in this department, together with tabulated results and comparative statements compiled from the returns.

I am, very respectfully,

Your obedient servant,

AARON K. DUNKEL,
Secretary of Internal Affairs.



TABULATED RESULTS

COMPILED FROM REPORTS OF COMPANIES.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Number of shares issued.	Par value of each share.	Amount paid in on each share.
Allegheny Valley,	\$5,000,000	\$2,166,500	\$2,166,500	43,830	\$50	\$50
Allentown,	2,000,000	1,414,200	1,268,484	22,917	50	50
Bradford, Richburg, and Cuba,	100,000	31,000	3,100	00	100	10
Brownsville and New Haven,	100,000	60,000	60,000	00	50	50
Rachman Valley,	100,000	68,000	66,792	1,200	50	50
Bald Eagle Valley,	1,000,000	850,050	850,050	1,334	50	50
Baltimore and Cumberland Valley Extension,	200,000	230,000	230,000	17,001	50	50
Bangor and Portland,	75,000	750	47,000	470	50	50
Barclay Coal Company,	1,000,000	1,000,000	1,000,000	20,000	100	100
Bedford and Bridgeport,	600,000	599,650	599,650	11,983	50	50
Bethlehem and Belvidere,	850,000	100,000	10,000	2,000	50	5
Bell's Gap,	850,000	350,000	850,000	7,000	50	50
Berlin,	75,000	50,000	50,000	1,000	50	50
Berlin Branch,	100,000	45,900	43,101	862	50	50
Bradford, Bordell, and Kinzua,	100,000	250,000	250,000	2,500	100	100
Bradford, Bordell, and Smethport,	100,000	100,000	100,000	1,000	100	100
Buffalo, New York, and Philadelphia,	3,500,000	2,343,100	2,343,100	23,431	100	100
Brandy Camp,	500,000	250,000	25,000	00	50	5
Baltimore and Cumberland Valley,	2,286,400	2,286,400	76,700	1,534	50	50
Buffalo, Bradford, and Pittsburgh,	10,150,000	2,286,400	2,286,400	22,864	100	100
Buffalo, Pittsburgh, and Western,	800,000	426,900	10,107,050	202,141	50	25
Catasauqua and Foglesville,	185,000	4,359,500	4,359,500	17,076	25	25
Catawissa,	40,000	647,800	647,800	87,190	50	50
Chartiers,	185,000	185,000	185,000	12,956	50	50
Chester Creek,	40,000	40,000	39,550	8,700	50	50
Chester and Delaware River,	40,000	40,000	39,550	8,790	50	50

Chester Valley.	871,900	871,900	00	571,900	00	17,488	50	00	00
Chestnut Hill.	120,650	120,650	00	120,650	00	2,413	50	00	00
Cleveland and Pittsburgh.	11,283,600	11,283,600	00	11,283,600	00	224,678	50	00	00
Columbiada.	500,000	300,000	00	207,215	00	5,922	50	00	00
Columbia and Port Deposit.	1,800,000	497,100	00	497,100	00	9,942	50	00	00
Conestoga.	1,900,000	1,278,300	00	1,278,300	00	25,566	50	00	00
Cornberg, Cowanesque, and Antrim.	2,000,000	1,900,000	00	1,900,000	00	38,000	50	00	00
Cornwall.	300,000	300,000	00	300,000	00	8,000	50	00	00
Cumberland Valley.	2,110,000	1,777,850	00	1,777,850	00	35,557	50	00	00
Danville and Shamokin.	500,000	250,000	00	250,000	00	5,000	50	00	00
Danville and Riverside.	50,000	10,900	00	8,790	00	486	25	00	00
Delaware, Lackawanna, and Western.		26,200,000	00	26,200,000	00	524,000	50	00	00
Delaware and Western.		250,000	00	250,000	00	5,000	50	00	00
Delaware River and Lancaster.	1,800,000	202,800	00	53,437	17	4,056	50	00	00
Dillsburg and Mechanicsburg.	350,000	63,000	00	1,300,000	00	13,000	100	00	00
Dunkirk, Allegheny Valley, and Pittsburgh.	1,300,000	1,300,000	00	1,300,000	00	3,109	50	00	00
East Brandywine and Waynesburg.	500,000	155,460	00	155,460	00	11,866	50	00	00
East Broad Top.	1,000,000	568,400	00	568,400	00	7,851	50	00	00
East Mahanoy.	600,000	392,560	00	392,560	00	34,191	50	00	00
East Pennsylvania.		1,709,550	00	1,709,550	00	840	50	00	00
Ebensburg and Cresson.	100,000	42,000	00	42,000	00	300	50	00	00
Edgewood.	15,000	15,000	00	15,000	00	20,000	50	00	00
Elmira and Williamsport.	1,000,000	1,000,000	00	1,000,000	00	38,968	50	00	00
Erle and Pittsburgh.	2,500,000	1,998,400	00	1,101,550	00		50	00	00
Emmerton, Shippenville, and Clarion.	150,000	150,000	00	150,000	00		50	00	00
Evergreen.	25,000	25,000	00	25,000	00	500	50	00	00
Fayette County.	1,600,000	98,350	00	125,395	71	2,148	50	16	863
Foxburg, St. Petersburg, and Clarion.	100,000	100,000	00	97,817	50	2,000	50	00	00
Frankford and Holmesburg.	100,000	100,000	00	100,000	00	2,000	50	00	00
Greenlick and Narrow Gauge.	50,000	81,660	00	81,660	00	688	50	00	00
Hanover Junction, Hanover, and Gettysburg.	500,000	116,860	00	116,860	00	2,837	50	00	00
Hanover and York.	250,000	207,350	00	207,350	00	4,147	50	00	00
Harrisburg, Portanouth, Mt. Joy, and Lancaster.	2,500,000	1,182,550	00	1,182,550	00	23,651	50	00	00
Harrisburg and Potomac.		218,350	00	879,165	20	8,810	100	00	00
Huntington and Broad Top Mountain.		8,189,450	00	8,189,450	00	63,789	50	00	00
Ironton.	8,550,000	200,000	00	200,000	00	4,000	50	00	00
Jamestown and Franklin.	500,000	634,060	00	601,310	50	12,024	50	00	00
Jefferson.	1,000,000	2,096,050	00	2,096,050	00	41,921	50	00	00
Jersey Shore, Pine Creek, and Buffalo.	1,000,000	500,000	00	500,000	00	10,000	50	00	00
Junction.	250,000	250,000	00	250,000	00	5,000	50	00	00
Karns City and Butler.	150,000	150,000	00	75,000	00	3,000	50	25	00
Kendall and Eldred.	150,000	150,000	00	150,000	00	1,500	100	00	00
Lake Shore and Michigan Southern.	50,000,000	50,000,000	00	50,000,000	00	500,000	100	00	00

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Capital stock as author- ized by law.	Amount of stock sub- scribed.	Total amount now paid in of capital stock.	Number of shares issued.	Par value of each share.	Amount paid in on each share.
Lancaster and Reading, (narrow gauge.)	\$500,000	\$123,750	\$32,720	1,700	\$50	\$50
Lawrence,	500,000	450,000	450,000	9,000	50	50
Lehigh and Lackawanna,	1,000,000	375,100	375,100	7,502	50	50
Lehigh Valley,		27,603,100	27,603,100	552,062	50	50
Lewisburg and Tyrone,	1,200,000	1,200,000	1,200,000	24,000	50	50
Ligonier Valley,	100,000	100,000	61,000	2,000	50	50
Little Saw-Mill Run,	250,000	100,000	100,000	2,000	50	50
Littlestown,	75,000	53,750	34,850	697	50	50
Little Schuylkill Navigation,		2,646,100	2,646,100	52,922	50	50
Lykens Valley,	800,000	600,000	600,000	30,000	20	20
Lock Haven and Clearfield,	1,000,000	250,000	25,000	50	50	5
McKean and Buffalo,	400,000	390,000	388,200	7,760	50	50
Midlin and Centre County,	1,000,000	167,775	168,775	3,355	50	50
Mill Creek and Mine Hill Navigation,	83,375	323,375	323,375	12,935	25	25
Mine Hill and Schuylkill Haven,	4,022,500	4,022,500	4,022,500	80,450	50	50
Monongahela Inclined Plane,	20,000	75,000	75,000	1,500	50	50
Mont Alto,	500,000	110,000	110,000	4,400	25	25
Monhannon and Clearfield,	500,000	100,000	10,000		50	5
Montrose,	500,000	318,700	306,335	6,038	50	50
Mount Carbon and Port Carbon,	262,310	262,350	262,350	5,247	50	50
Mount Oliver Inclined Plane,	100,000	83,200	81,296	1,664	50	19
Mount Pleasant and Broadford,	1,000,000	152,500	150,500	3,010	50	50
Muncy Creek,	50,000	124,450			50	
New York, Ridgway and Pittsburgh,	200,000	400,000				
New York, Pennsylvania and Ohio,	45,000,000		45,000,000	899,967	50	
New York, Lake Erie and Western,	86,538,900		86,538,900			

Nesquehoning Valley,	2,000,000	1,800,000	00	1,800,000	00	20,000	50	00	00
New Castle and Beaver Valley,	700,000	700,000	00	005,000	00	14,000	50	00	00
New Castle and Oil City,	800,000	000,000	00	600,000	00	12,000	50	00	00
New Castle and Minling,	100,000	100,000	00	100,000	00	2,000	50	00	00
Newry,	15,000	11,925	00	11,925	00	477	25	00	00
Northern Central,	8,000,000	5,842,000	00	5,842,000	00	116,840	50	00	00
North-East Pennsylvania,	400,000	81,550	00	81,550	00	1,881	50	00	00
North Pennsylvania,	1,500,000	4,401,000	00	4,401,000	00	88,020	50	00	00
New York, Chicago and St. Louis,	85,000,000	85,000,000	00	35,000,000	00	850,000	100	00	00
Oil City and Ridgeway,	800,000	150,000	00	800,000	00	1,781	50	00	00
Olean, Bradford and Warren,	800,000	150,000	00	150,000	00	1,500	100	00	00
Parker and Karns City,	150,000	150,000	00	150,000	00	8,000	50	00	00
Peach Bottom,	100,000	271,800	00	228,000	40	4,521	50	41	00
Pennsylvania,	161,700,000	77,672,750	00	77,672,750	00	1,558,455	50	00	00
Pennsylvania Coal,	5,850,820	5,000,000	00	5,000,000	00	100,000	50	00	00
Pennsylvania Company,	100,000	20,000,000	00	20,000,000	00	400,000	50	00	00
Pennsylvania and New York Canal and,		5,081,700	00	5,081,700	00	61,534	50	00	00
People's,	250,000	250,000	00	100,000	00	5,000	100	00	00
Perkiomen,	50,000	40,100	00	38,040	00	750	50	00	00
Philadelphia and Baltimore Central,	2,000,000	225,000	00	220,000	11	9,199	50	00	00
Philadelphia and Chester County,	750,000	500,000	00	750,000	00	7,800	50	00	00
Philadelphia and Erie,	12,400,000	6,500,000	00	9,418,700	00	188,274	50	00	00
Philadelphia, Germantown and Norristown,	2,500,000	2,246,900	00	2,246,900	00	44,988	50	00	00
Philadelphia and Merion,	100,000	12,500	00	1,250	00		50	00	00
Philadelphia, Newton and New York,	1,200,000	1,200,000	00	1,200,000	00	24,000	50	00	00
Philadelphia and Reading,		34,278,175	28	34,333,175	28	657,863	50	00	00
Philadelphia and Trenton,	2,000,000	1,259,100	00	1,259,100	00	12,591	100	00	00
Philadelphia, Wilmington and Baltimore,		1,259,100	00	11,795,050	00	235,901	50	00	00
Pickering Valley,	100,000	96,850	00	95,655	00	1,846	50	00	00
Pittsburgh Southern,	1,300,000	700,000	00	300,000	00	14,000	50	00	00
Pittsburgh and Castle Shannon,	1,000,000	961,600	00	480,200	00	9,528	50	00	00
Pittsburgh, Bradford and Buffalo,	1,000,000	544,380	00	544,380	00	10,000	100	00	00
Pittsburgh, Cincinnati and St. Louis,	18,500,000	8,437,200	00	8,437,200	00	168,744	50	00	00
Pittsburgh and Connelleville,	5,000,000	2,340,474	50	1,944,100	00	38,888	50	00	00
Pittsburgh, Fort Wayne and Chicago,		27,413,185	71	27,413,185	71	274,131	100	00	00
Pittsburgh and Lake Erie,	2,050,000	2,050,000	00	2,039,250	00	40,566	50	00	00
Pittsburgh and Charleston,	2,000,000	1,593,150	00	1,501,900	07	29,935	50	00	00
Pittsburgh, Virginia and Charleston,	100,000	100,000	00	10,000	00		50	00	00
Pittsburgh, Buffalo and Rochester,		80,000	00	12,050	00	241	50	00	00
Plymouth,	30,000	18,000	00	7,200	00		50	00	00
Point Breeze,	18,000	500,000	00	500,000	00		50	00	00
Pomeroy and State Line,	500,000	6,000,000	00	6,000,000	00	10,000	50	00	00
Pittsburgh and Western,	6,000,000		00		00	120,000	50	00	00

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Capital stock as author- ized by law.	Amount of stock sub- scribed.	Total amount now paid in of capital stock.	Number of shares issued.	Par value of each share.	Amount paid in on each share.
Reading and Columbia,	180,000	\$361,500	\$958,268	19,144	\$50	\$50
River Front,	200,000	180,000	180,000	3,600	50	50
Salisbury,	576,050	104,250	104,250	2,083	50	50
Schuylkill Valley Navigation and,	1,500,000	576,050	576,050	11,521	50	50
Shamokin Valley and Pottsville,	400,000	869,450	869,450	17,389	50	50
Sharon,	200,000	335,950	335,950	6,719	50	50
Shenango and Allegheny,	2,000	200,000	200,000	4,000	50	50
Slate Ridge and Delta,	800,000	4,500	2,700	50	50	50
Somerset and Cambria,	200,000	500,000	200,000	10,000	50	50
South Mountain Railway and Mining,	10,800,000	200,000	200,000	4,000	50	50
South Pennsylvania,	800,000	72,345	72,345	14,469	50	5
Southern Pennsylvania Railway and Mining Company,	1,000,000	800,000	800,000	16,000	50	50
South-West Pennsylvania,	300,000	546,150	546,150	10,923	50	50
State Line and Sullivan,	600,000	1,000,000	1,000,000	20,000	50	50
Stony Creek,	1,000,000	150,850	176,100	3,522	50	50
Sunbury and Lewistown,	1,000,000	600,000	164,000	12,000	50	13
Sunbury, Hazleton and Wilkes-Barre,	700,000	1,000,000	1,000,000	20,000	50	50
Susquehanna and Clearfield,	1,100,000	175,000	17,500	..	50	5
Susquehanna and Delaware River,	1,000,000	580,900	580,900	11,618	50	50
Tioga,	250,000	130,000	130,000	2,600	50	50
Trescow,	1,000,000	1,000,000	1,000,000	20,000	50	50
Tyrone and Clearfield,	270,000	136,850	101,317	1,194	50	50
Waynesburg and Washington,	2,975,000	165,000	165,000	3,300	50	50
West Chester,	250,000	821,300	821,300	16,426	50	50
West Chester and Philadelphia,	250,000	25,000	25,000	..	50	..
West Chester and Phoenixville,	..	..	..	..	..	..

Western Maryland,	1,000,000	1,022,450	.00	882,250	.00	18,645	50	50	.00
Western Pennsylvania,	4,000,000	500,000	.00	1,022,450	.00	20,449	50	50	.00
Wheeling, Pittsburgh and Baltimore,	500,000	1,278,050	.00	500,000	.00	10,000	50	50	.00
Wilmington and Northern,	1,500,000	100,000	.00	1,278,050	.00	25,561	50	50	.00
Wind Gap and Delaware,	300,000		.00	10,000	.00	2,000	50	5	.00
Total,	\$562,470,004	\$424,952,675	49	\$539,044,877	11	8,901,425	. . .	. . .	. . .

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of floating debt.	Total amount now funded and floating debt.	Rate per cent. per annum of interest.	Rate per cent. of dividends.
Allegheny Valley,	\$25,063,300	\$3,410,477	\$28,473,777	42	42
Allentown,		15,305	15,305	06	06
Bradford, Richburg and Cuba,		57,400	57,400	00	00
Bachman Valley,	45,000	17,784	62,784	33	33
Bald Eagle Valley,	396,000		396,000	00	00
Baltimore and Cumberland Valley Extension,	230,000	30,000	260,000	00	00
Bangor and Portland,	85,000		85,000	00	00
Barclay Coal Company,	100,500		100,500	00	00
Bedford and Bridgeport,	1,000,000	266,000	1,266,000	00	00
Bell's Gap,	350,000		350,000	00	00
Berlin Branch,	34,200	7,618	41,818	35	35
Bradford, Bordell and Kinzua,		10,673	10,673	28	28
Bradford, Bordell and Smethport,					
Buffalo, New York and Philadelphia,	4,000,000	475,699	4,475,699	79	79
Brandy Camp,		1,500	1,500	00	00
Baltimore and Cumberland Valley,	72,800	2,518	75,318	16	16
Buffalo, Bradford and Pittsburgh,	580,000		580,000	00	00
Buffalo, Pittsburgh and Wes ern,	7,121,622	823,507	7,945,129	35	35
Catasauqua and Foglesville,		138,000	138,000	00	00
Catawissa,	1,802,350		1,802,350	00	00
Chartiers,	500,000		500,000	00	00
Chester Creek,	185,000	6,297	191,297	67	67
Chester and Delaware River,		195,100	195,100	99	99
Chester Valley,	500,000	385,000	885,000	00	00
Chestnut Hill,					
Cleveland and Pittsburgh,	5,120,343		5,120,343	63	63
Colebrookdale,	600,000	112,826	712,826	87	87
Columbia and Port Deposit,	1,882,000	521,780	2,403,780	00	00
Conne-ting,	991,000	112,160	1,103,160	46	46
				5, 7, and 7 ³ / ₁₆	5 and 4
				7	8
				6	6
				6	6
				5 and 7	8
				6 and 7	6
				6	24
				6 and 7	9
				6	6
				6	6
				6 and 7	6
				6 and 7	6
				6 and 7	6
				5, 7, and 10	12
				7	7
				6	6
				7	6
				6 and 7	12
				28 and 40	28 and 40
				6	6
				7	7
				6	6

Location	\$300,000	\$500,000	\$1,000,000	\$1,500,000	\$2,000,000	\$2,500,000	\$3,000,000	\$3,500,000	\$4,000,000	\$4,500,000	\$5,000,000	\$5,500,000	\$6,000,000	\$6,500,000	\$7,000,000	\$7,500,000	\$8,000,000	\$8,500,000	\$9,000,000	\$9,500,000	\$10,000,000	\$10,500,000	\$11,000,000	\$11,500,000	\$12,000,000	\$12,500,000	\$13,000,000	\$13,500,000	\$14,000,000	\$14,500,000	\$15,000,000	\$15,500,000	\$16,000,000	\$16,500,000	\$17,000,000	\$17,500,000	\$18,000,000	\$18,500,000	\$19,000,000	\$19,500,000	\$20,000,000	\$20,500,000	\$21,000,000	\$21,500,000	\$22,000,000	\$22,500,000	\$23,000,000	\$23,500,000	\$24,000,000	\$24,500,000	\$25,000,000	\$25,500,000	\$26,000,000	\$26,500,000	\$27,000,000	\$27,500,000	\$28,000,000	\$28,500,000	\$29,000,000	\$29,500,000	\$30,000,000	\$30,500,000	\$31,000,000	\$31,500,000	\$32,000,000	\$32,500,000	\$33,000,000	\$33,500,000	\$34,000,000	\$34,500,000	\$35,000,000	\$35,500,000	\$36,000,000	\$36,500,000	\$37,000,000	\$37,500,000	\$38,000,000	\$38,500,000	\$39,000,000	\$39,500,000	\$40,000,000	\$40,500,000	\$41,000,000	\$41,500,000	\$42,000,000	\$42,500,000	\$43,000,000	\$43,500,000	\$44,000,000	\$44,500,000	\$45,000,000	\$45,500,000	\$46,000,000	\$46,500,000	\$47,000,000	\$47,500,000	\$48,000,000	\$48,500,000	\$49,000,000	\$49,500,000	\$50,000,000	\$50,500,000	\$51,000,000	\$51,500,000	\$52,000,000	\$52,500,000	\$53,000,000	\$53,500,000	\$54,000,000	\$54,500,000	\$55,000,000	\$55,500,000	\$56,000,000	\$56,500,000	\$57,000,000	\$57,500,000	\$58,000,000	\$58,500,000	\$59,000,000	\$59,500,000	\$60,000,000	\$60,500,000	\$61,000,000	\$61,500,000	\$62,000,000	\$62,500,000	\$63,000,000	\$63,500,000	\$64,000,000	\$64,500,000	\$65,000,000	\$65,500,000	\$66,000,000	\$66,500,000	\$67,000,000	\$67,500,000	\$68,000,000	\$68,500,000	\$69,000,000	\$69,500,000	\$70,000,000	\$70,500,000	\$71,000,000	\$71,500,000	\$72,000,000	\$72,500,000	\$73,000,000	\$73,500,000	\$74,000,000	\$74,500,000	\$75,000,000	\$75,500,000	\$76,000,000	\$76,500,000	\$77,000,000	\$77,500,000	\$78,000,000	\$78,500,000	\$79,000,000	\$79,500,000	\$80,000,000	\$80,500,000	\$81,000,000	\$81,500,000	\$82,000,000	\$82,500,000	\$83,000,000	\$83,500,000	\$84,000,000	\$84,500,000	\$85,000,000	\$85,500,000	\$86,000,000	\$86,500,000	\$87,000,000	\$87,500,000	\$88,000,000	\$88,500,000	\$89,000,000	\$89,500,000	\$90,000,000	\$90,500,000	\$91,000,000	\$91,500,000	\$92,000,000	\$92,500,000	\$93,000,000	\$93,500,000	\$94,000,000	\$94,500,000	\$95,000,000	\$95,500,000	\$96,000,000	\$96,500,000	\$97,000,000	\$97,500,000	\$98,000,000	\$98,500,000	\$99,000,000	\$99,500,000	\$100,000,000	\$100,500,000	\$101,000,000	\$101,500,000	\$102,000,000	\$102,500,000	\$103,000,000	\$103,500,000	\$104,000,000	\$104,500,000	\$105,000,000	\$105,500,000	\$106,000,000	\$106,500,000	\$107,000,000	\$107,500,000	\$108,000,000	\$108,500,000	\$109,000,000	\$109,500,000	\$110,000,000	\$110,500,000	\$111,000,000	\$111,500,000	\$112,000,000	\$112,500,000	\$113,000,000	\$113,500,000	\$114,000,000	\$114,500,000	\$115,000,000	\$115,500,000	\$116,000,000	\$116,500,000	\$117,000,000	\$117,500,000	\$118,000,000	\$118,500,000	\$119,000,000	\$119,500,000	\$120,000,000	\$120,500,000	\$121,000,000	\$121,500,000	\$122,000,000	\$122,500,000	\$123,000,000	\$123,500,000	\$124,000,000	\$124,500,000	\$125,000,000	\$125,500,000	\$126,000,000	\$126,500,000	\$127,000,000	\$127,500,000	\$128,000,000	\$128,500,000	\$129,000,000	\$129,500,000	\$130,000,000	\$130,500,000	\$131,000,000	\$131,500,000	\$132,000,000	\$132,500,000	\$133,000,000	\$133,500,000	\$134,000,000</
----------	-----------	-----------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	--------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	-----------------

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of floating debt.	Total amount now of funded and floating debt.	Rent per cent. per annum of interest.	Rate per cent. of dividends.
Lykens Valley,	\$398,000	\$25,285	\$423,285	25	10
McKean and Buffalo,	200,000		200,000	4½	10
Mifflin and Centre County,				6	7
Mill Creek and Mine Hill Navigation,					10
Mine Hill and Schuylkill Haven,					7
Monongahela Inclined Plane,	125,000		125,000	7	10
Mont Alto,		13,000	13,000		
Moshannon and Clearfield,	44,900		44,900	7	
Montrose,					12
Mount Carbon and Port Carbon,	55,000	833	55,833	8	
Mount Oliver Inclined Plane,	221,800		221,800	7	
Muncy Creek,	88,832,015	1,033,336	87,865,351	5, 6, and 7	
New York, Pennsylvania and Ohio,	67,165,665	100,915	67,165,665		14
New York, Lake Erie and Western,			100,915		24
Nesquehoning Valley,					
New Castle and Beaver Valley,	600,000	112,900	712,900	6	
New Castle and Oil City,	3,500	4,535	8,035	6	
New Castle and Mining,		10,810	10,810	6	
Newry,	15,378,000		15,378,000	5 and 6	6
Northern Central,	160,000	180,217	340,217	7	
North-East Pennsylvania,	7,112,000	44,656	7,156,656	6 and 7	6½
North Pennsylvania,	15,000	56,427	71,427	6	
Oil City and Ridgeway,					12
Olean, Bradford and Warren,	26,000		26,000	7	
Parker and Karns City,	563,600		563,600	5 and 7	
Peach Bottom,	54,344,820		54,344,820	5 and 6	8
Pennsylvania,		266,584	266,584		15
Pennsylvania Coal,	12,815,000	3,714,718	16,529,718	4½, 7, and 6	5
Pennsylvania Company,					

[illegible]

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of floating debt.	Total amount now of funded and float- ing debt.	Rent per cent. per annum of interest.	Rate per cen of dividends.
Waynesburg and Washington,	\$97,900 00	\$18,299 36	\$116,199 36	7	. . . . . 5
West Chester,	175,000 00		175,000 00	5	. . . . .
West Chester and Philadelphia,	1,100,000 00	277,512 50	1,377,512 50	7	. . . . .
Western Maryland,	4,219,626 00	193,001 88	4,412,630 88	6	. . . . .
Western Pennsylvania,	3,000,000 00	210,000 00	3,210,000 00	6 and 7	. . . . .
Wilmington and Northern,	113,200 00		113,200 00	5 and 6	. . . . .
Wind Gap and Delaware,		6,041 27	6,041 27		. . . . .
Total,	\$549,624,760 44	\$39,508,275 16	\$589,133,035 60		. . . . .

TABLE B.—COST OF ROAD AND EQUIPMENT.

NAME OF COMPANY.	Total cost of road.	Total cost of equip- ment.	Total cost of road and equipment.	Value of real es- tate held by the company exclu- sive of road way.	Average cost of construction per mile.	Average cost of equipment per mile.
Allegheny Valley,	\$21,643,180	\$2,866,067	\$24,009,218		\$88,403	\$9,117
Allentown,	1,084,691		1,084,691			
Bradford, Richburg and Cuba,	57,400		57,400		10,000	
Bachman Valley,	112,494		112,494			
Bald Eagle Valley,	1,350,050		1,350,050		17,602	
Baltimore & Cumberland Valley Ex.,	490,040	18,845	508,815			
Bangor and Portland,	120,000	12,000	132,000		8,000	
Barclay Coal Company,	622,600		622,600			
Bedford and Bridgeport,	1,423,590		1,423,590			
Bell's Gap,	352,338	49,878	402,217			
Berlin Branch,	75,685		75,685			
Bradford, Bordell and Kinzua,	198,827		198,827			
Bradford, Bordell and Smithport,	89,223	78,136	274,964			
Buffalo, New York and Philadelphia,	5,629,797	11,776	100,000			
Baltimore and Cumberland Valley,	152,018	1,634,808	7,164,606			
Buffalo, Bradford and Pittsburgh,	2,866,400		2,866,400			
Buffalo, Pittsburgh and Western,	14,570,597		15,467,990			
Catawissa and Fogelsville,	523,185	897,883	658,335			
Catawissa,	6,203,688	135,150	6,203,688			
Chartiers,	1,122,336		1,122,336			
Chester Creek,	376,297		376,297			
Chester and Delaware River,	220,915		220,915			
Chester Valley,	1,756,900		1,756,900			
Chestnut Hill,	120,650		120,650			
Cleveland and Pittsburgh,	12,755,514	3,551,151	16,306,666			
Colebrookdale,	668,797		668,797			
Columbia and Port Deposit,	1,733,393		1,733,393			
Connecting,	2,881,460		2,881,460			
Corning, Cowanesque and Antrim,	1,900,000	500,000	2,400,000			
				41,233	29,687	60
				14,106	53,249	78
				15,506	64,503	23
				3,000	17,957	78
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		
				376,297		
				220,915		
				1,756,900		
				120,650		
				16,306,666		
				668,797		
				1,733,393		
				2,881,460		
				2,400,000		
				41,233		
				14,106		
				15,506		
				3,000		
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		
				376,297		
				220,915		
				1,756,900		
				120,650		
				16,306,666		
				668,797		
				1,733,393		
				2,881,460		
				2,400,000		
				41,233		
				14,106		
				15,506		
				3,000		
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		
				376,297		
				220,915		
				1,756,900		
				120,650		
				16,306,666		
				668,797		
				1,733,393		
				2,881,460		
				2,400,000		
				41,233		
				14,106		
				15,506		
				3,000		
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		
				376,297		
				220,915		
				1,756,900		
				120,650		
				16,306,666		
				668,797		
				1,733,393		
				2,881,460		
				2,400,000		
				41,233		
				14,106		
				15,506		
				3,000		
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		
				376,297		
				220,915		
				1,756,900		
				120,650		
				16,306,666		
				668,797		
				1,733,393		
				2,881,460		
				2,400,000		
				41,233		
				14,106		
				15,506		
				3,000		
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		
				376,297		
				220,915		
				1,756,900		
				120,650		
				16,306,666		
				668,797		
				1,733,393		
				2,881,460		
				2,400,000		
				41,233		
				14,106		
				15,506		
				3,000		
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		
				376,297		
				220,915		
				1,756,900		
				120,650		
				16,306,666		
				668,797		
				1,733,393		
				2,881,460		
				2,400,000		
				41,233		
				14,106		
				15,506		
				3,000		
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		
				376,297		
				220,915		
				1,756,900		
				120,650		
				16,306,666		
				668,797		
				1,733,393		
				2,881,460		
				2,400,000		
				41,233		
				14,106		
				15,506		
				3,000		
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		
				376,297		
				220,915		
				1,756,900		
				120,650		
				16,306,666		
				668,797		
				1,733,393		
				2,881,460		
				2,400,000		
				41,233		
				14,106		
				15,506		
				3,000		
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		
				376,297		
				220,915		
				1,756,900		
				120,650		
				16,306,666		
				668,797		
				1,733,393		
				2,881,460		
				2,400,000		
				41,233		
				14,106		
				15,506		
				3,000		
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		
				376,297		
				220,915		
				1,756,900		
				120,650		
				16,306,666		
				668,797		
				1,733,393		
				2,881,460		
				2,400,000		
				41,233		
				14,106		
				15,506		
				3,000		
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		
				376,297		
				220,915		
				1,756,900		
				120,650		
				16,306,666		
				668,797		
				1,733,393		
				2,881,460		
				2,400,000		
				41,233		
				14,106		
				15,506		
				3,000		
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		
				376,297		
				220,915		
				1,756,900		
				120,650		
				16,306,666		
				668,797		
				1,733,393		
				2,881,460		
				2,400,000		
				41,233		
				14,106		
				15,506		
				3,000		
				30,480		
				4,402		
				15,000		
				8,203,688		
				1,122,336		

TABLE B.—COST OF ROAD AND EQUIPMENT—Continued.

NAME OF COMPANY.	Total cost of road.	Total cost of equipment.	Total cost of road and equipment.	Value of real estate held by the company exclusive of roadway.	Average cost of construction per mile.	Average cost of equipment per mile.
Cornwall.	\$352,311	\$104,845	\$457,157	\$600	\$27,730	\$8,252
Cumberland Valley.	1,887,465	..	1,887,465	..	..	..
Danville and Shamokin.	26,848	..	26,848	..	..	..
Danville and Riverside.	4,008	..	4,008	..	..	..
Delaware and Hudson Canal Co.,	3,682,330	1,295,039	4,977,369	..	38,761	13,631
Delaware, Lackawanna & Western,	16,978,752	7,561,811	24,540,564	..	81,825	36,442
Delaware and Western,	742,203	74,617	816,821	4,990	30,543	3,070
Delaware River and Lancaster,	18,535	..	18,535	..	..	..
Dillsburg and Mechanicsburg,	166,171	..	166,171	3,100	21,880	..
Dunkirk, Allegheny Valley and Pittsburgh,	4,553,819	462,725	5,016,544	50,000	..	..
East Brandywine and Waynesburg,	537,464	..	537,464	..	..	..
East Broad Top,	914,142	163,779	1,077,922	10,717	25,273	4,528
East Mahanoy,	392,550	..	392,550	600	36,584	..
East Pennsylvania,	1,884,683	..	1,884,683	..	52,352	..
Elbensburg and Cresson,	122,000	..	122,000	400	..	..
Edgewood,	28,172	2,000	30,172	..	28,172	2,000
Elmira and Williamsport,	2,268,000	352,000	2,620,000	..	29,439	4,589
Erie and Pittsburgh,	3,180,937	1,895,725	5,076,662	..	31,419	18,725
Emmerton, Shippenville and Clarion,	313,667	73,727	387,394	606	10,455	2,457
Evergreen,	21,982	9,142	31,124	800	7,327	3,047
Fayette County,	130,000	..	130,000	..	..	..
Foxburg, St. Petersburg and Clarion,	125,984	38,775	164,760	..	9,691	2,982
Greenlick and Narrow Gauge,	27,051	6,325	33,377	500	7,729	1,807
Hanover Junction, Hanover and Gettysburg,	388,704	128,193	514,897	17,000	12,956	4,206
Harrisburg, Portsmouth, Mt. Joy, and Lancaster,	1,882,550	..	1,882,550	..	..	..
Harrisburg and Potomac,	840,115	16,016	856,131	77,692	29,872	569
	67	05	72	36	13	45

Huntington & Broad Top Mountain,	28	4,412,163	16,000	00	14,770	00	25,000	00	1,860	00
Ironton,	00	260,000					49,590	27		
Jamestown and Franklin,	78	2,538,551								
Jefferson,	00	4,896,650								
Jersey Shore, Pine Creek, & Buffalo,	50	843,108								
Junction,	50	1,062,000								
Karna City and Butler,	14	183,850	39,701	49	850	25	10,736	48	2,335	98
Kendall and Eldred,	28	180,685								
Lake Shore and Michigan Southern,	00	68,500,000	16,150,000	00			76,890	17	13,723	43
Lawrence,	84	807,495					86,687	74		
Lehigh and Lackawanna,	68	976,147								
Lehigh and Susquehanna,	11	14,002,005								
Lehigh Valley,	30	28,898,041	9,556,500	44						
Lewisburg and Tyrone,	74	1,424,852								
Ligonier Valley,	58	71,006								
Little Saw-Mill Run,	00	104,275	75,597	78	54,850	00	36,425	19	25,198	24
Littlestown,	00	116,616			2,000	00	12,170	00		
Little Schuylkill Navigation,	00	1,416,187			10,000	00	50,000	00		
Lykens Valley,	24	576,767	17,000	00						
Lock Haven and Clearfield,	15	7,751								
McKean and Buffalo,	21	805,572	33,608	63			36,868	92	1,517	22
Mifflin and Centre County,	74	289,551					21,564	14		
Mill Creek & Mine Hill Navigation,	00	328,045								
Monongahela Inclined Plane,	10	94,170			4,500	00				
Mont Alto,	19	308,832	19,117	00			16,117	73	949	67
Moshannon and Clearfield,	50	19,620					5,000	00		
Montrose,	18	332,141	47,076	83			11,962	18	1,681	31
Mount Carbon and Port Carbon,	45	282,815								
Mount Oliver Inclined Plane,	53	82,215								
Mount Pleasant and Broadford,	69	201,669								
New York, Bldgeway, & Pittsburgh,	00	27,000								
New York, Pennsylvania, and Ohio,	78	131,775,729								
New York, Lake Erie, and Western,	12	7,213,614								
Nesquehoning Valley,	43	1,400,915								
New Castle and Beaver Valley,	96	857,632					57,482	37		
New Castle and Oil City,	66	1,243,419	57,800	00	20,000	00	31,882	56	1,469	23
New Castle and Mining,					6,500	00	28,573	71		
Newry,	71	23,573	4,196,107	35	398	25				
Northern Central,	83	18,324,712								
North-East Pennsylvania,	26	292,056								
North Pennsylvania,	80	8,410,525	1,750,935	65	1,280,323	47	11,900	00		
Oil City and Ridgeway,	43	71,427			33,800	00	18,562	00		
Cleas, Bradford, and Warren,	40	141,452								

TABLE B.—Continued.

NAME OF COMPANY.	Total cost of road.	Total cost of equip- ment.	Total cost of road and equipment.	Value of real estate held by the com- pany, exclusive of roadway.	Average cost of con- struction per mile.	Average cost of equipment per mile.
Parker and Karns City,	\$234,127	74	\$309,119	85	\$22,927	\$7,142
Peach Bottom,	74,240	00	74,240	00		00
Pennsylvania,	36,495,018	83	56,372,241	48		1,856
Pennsylvania Coal,	2,000,000	00	2,000,000	00		
People's,	86,517	12	119,982	41		
Perkiomen,	2,087,510	61	2,041,008	51	62,922	90
Philadelphia and Baltimore Central,	1,864,756	21	2,106,826	95	40,538	4,246
Philadelphia and Chester County,	575,056	81	575,056	81		
Philadelphia and Erie,	28,186,163	85	28,186,163	35	90,924	
Philadelphia, Germantown and Nor- ristown,	1,189,078	84	1,507,086	84	50,953	18,399
Philadelphia and Merion,	7,777	01	7,777	01		
Philadelphia and Reading,	88,201,438	17	47,556,875	41	116,828	12,591
Philadelphia and Trenton,	1,808,285	50	1,808,285	50		
Philadelphia, Wilmington and Bal- timore,	18,083,044	53	18,083,044	53	120,224	
Pickering Valley,	477,205	97	477,205	97	39,636	
Pittsburgh Southern,	537,011	91	590,022	08	13,689	1,852
Pittsburgh and Castle Shannon,	165,000	00	196,636	00	27,500	5,272
Pittsburgh, Bradford and Buffalo,	1,168,272	56	1,274,780	00	14,015	1,843
Pittsburgh, Cincinnati and St. Louis,	16,144,123	00	19,979,082	46	80,559	19,136
Pittsburgh and Connellsville,	12,018,670	00	12,489,441	49		
Pittsburgh and Fort Wayne and Chicago,	89,989,406	86	89,989,406	86	85,892	
Pittsburgh and Lake Erie,	4,261,228	89	5,287,498	42	60,571	14,588
Pittsburgh, Virginia and Charleston, Plymouth,	2,280,830	07	2,280,830	07	30,977	
Point Breeze,	286,545	19	286,545	19		
Point Breeze,	5,988	00	5,988	00		
Pomeroy and State Line,	500,000	00	500,000	00		
Pittsburgh and Western,	6,000,000	00	6,000,000	00		

Reading and Columbia, River Front,	74	2,112,054	245,241	18	2,337,295	92	62,535	22	44,001	14	3,677	88
Salisbury,	17	301,533	10,516	20	301,533	17	295,998	16	10,728	85	901	13
Schuylkill Valley Navigation and Railroad Company,	28	2245,147			2245,663	49	1,000	00				
Shamokin Valley and Pottsville, Sharon,	90	576,840	2,875,700	00	576,840	96	1,667,610	00				
Shenango and Allegheny,	26	1,208,080			4,083,760	00	88,500	00	30,000	00		
Slate Ridge and Delta,	16	493,339	174,233	01	493,339	28	25,000	00	22,217	94	3,555	75
Somerset and Cambria, South Mountain Railway and Mining, Southern Pennsylvania Railway and Mining Company,	00	1,083,679			1,232,911	17						
South West Pennsylvania,	16	2,700	14,400	00	2,700	00			80,049	19		
Stony Creek,	34	1,078,766	45,639	39	1,083,164	16						
Sunbury and Lewistown, Sunbury, Hazleton and Wilkes-Barre Susquehanna and Clearfield, Susquehanna and Delaware River, Tinga,	86	842,841			888,480	63						
Treackow,	86	974,065			974,065	86	30,000	00	29,781	90		
Tyrone and Clearfield, Waynesburg and Washington,	33	1,783,061			1,783,061	63			30,752	85		
West Chester,	88	601,956			601,956	88	46,519	41	48,748	67		
West Chester and Philadelphia, West Chester and Phoenixville, Western Maryland, Western Pennsylvania, Wheeling Pittsburgh and Baltimore, Wilmington and Northern, Wind Gap and Delaware,	00	164,000			164,000	00						
	00	8,300,000			8,300,000	00	50,000	00				
	00	3,041			3,041	00						
	00	40,000			40,000	00			30,000	00		
	69	1,547,543	543,671	49	2,090,220	18	39,901	51	22,428	24	7,864	80
	71	231,919			231,919	71						
	00	1,000,000			1,000,000	00			15,885	62		
	05	153,581	25,545	48	179,106	53	4,300	00	5,497	07	914	62
	29	230,997			230,997	29	45,392	21				
	98	2,005,713	215,259	80	2,220,973	78	304,072	57				
	78	11,620			11,620	78						
	48	4,720,181			4,720,181	48						
	03	4,049,309			4,049,309	03						
	00	462,820			462,820	00	10,000	00	14,463	14		
	51	1,325,544	150,151	96	1,475,695	46	27,734	12	16,959	37	1,921	08
	27	16,041			16,041	27						
Total,	10	\$650,795,428	\$93,153,178	04	\$743,948,601	14	\$24,846,919	42				

TABLE C.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned and leased.	Total number of miles operated.	Total number of miles operated within this State.	Number of wooden bridges.	Number of stone bridges.	Number of iron bridges.	Number of depots or stations.	Number of wood and water stations.	Number of tunnels.	Number of engines.	No. of first-class pas- senger cars.	No. of second class passenger cars.	No. of baggage, mail, and express cars.	No. of freight cars, of all classes.
Allegheny Valley,	259.50	70	329.50	101.00	68	62	10	112	16	5	69	29	9	8	2,129
Allentown,	4.50	.40	4.90	4.90	1			1	1						
Bradford, Richburg and Cuba, Bachman Valley,	5.74		5.74	5.74				2	1						
Bald Eagle Valley,	51.20	9	9	9	8			6	1						
Baltimore and Cumberland Valley Ex.,	26	25.67	89.27	89.27	17			25	7						
Bangor and Portland, Barelay Coal Company,	15		15	26				5			1	2	1	1	289
Redford and Bridgeport, Bell's Gap,	16.80	6.40	23.70	23.70	10		1	8	4		6				
Berlin,	88.70	10.50	54	11	19			27	5		4	1	6		98
Berlin Branch, Bradford, Bordell and Kinzua, Bradford, Bordell and Smethport, Buffalo, New York and Philadel- phia,	23.50	3.23	26.70	26.70	7			14	8		1				
	8.12		8.12	8.12	9			10	3						
	7		7	7					5			5			
	15	17.68	32.68	32.68	1			8	5		1	2			270
	11.45	.68	12.13					2	2						
	120.55		120.55	41.90	13	8	5	30			33	15		6	1,913
Baltimore and Cumberland Valley, Buffalo, Bradford and Pittsburgh, Buffalo, Pittsburgh and Western, Catawissa and Foglesville, Catawissa,	4.55		4.55	4.55	1										
	25.97	8.09	34.06	28.98	11	1		12	4						
	155.90	37.10	193	149.40	13		1	64	28		33	14	6	10	889
	20	13	33	33	2	3	5	21	7		6	3		3	575
	94	23.50	117.50	117.50	15		2	23		3					
Chartiers,	25.70	2.90	25.70	25.70	23		3	28	3	3					
Chester Creek, Chester and Delaware River, Chester Valley,	7.25		7.25	7.25			3		8	1					
	4.20	1.90	6.10	6.10	3		1	2	1						
	21.50		21.50	21.50	28	26		16	2						
Chestnut Hill,	4.15		4.15	4.15	3	1		8							
Cleveland and Pittsburgh,	197.75	91.25	289	49.90	55	42	23	66	32	1	97	41	5	23	3,266

Coleraindale,	12.80	2.29	15.09	15.09	7	13	1	9	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
---------------	-------	------	-------	-------	---	----	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

TABLE C.—CHARACTERISTICS OF ROAD - Continued.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned and leased.	Total number miles of road operated.	Total number of miles operated within this State.	Number of wooden bridges.	Number of stone bridges.	Number of iron bridges.	Number of depots or stations.	Number of wood and water stations.	Number of tunnels.	Number of engines.	Number of first-class passenger cars.	No. of second-class passenger cars.	Number of baggage, mail, and express cars.	Number of freight cars of all classes.
Lake Shore and Michigan South- ern,	540.40	1,406.17	1,946.66	138.98	52	12	58	318	132	2	537	100	64	96	15,758
Lancaster and Reading, (narrow gauge,)	34	15.50	49.50	49.50	4	1	2	12	2	..	..	..	..	..	..
Lawrence,	17.98	7.24	25.22	11.50	..	..	..	5	2	..	..	..	..	..	..
Lehigh and Lackawanna,	15	12	27	27	37	21	18	42	19	2	106	15	11	1	24,380
Lehigh and Susquehanna,	105	209.75	314.75	284.25	19	5	32	115	45	1	268	..	78	41	28,430
Lehigh Valley,	161	575.33	736.33	433.92	39	..	..	22	4	2	..	..	..	..	..
Lewisburg and Tyrone,	68.34	8.31	71.65	71.65	4	..	..	11	3	..	2	2	1	1	19
Ligonier Valley,	10.50	2.50	13	13	4	..	..	4	1	..	4	1	..	..	327
Little Saw-Mill Run,	3	1.50	4.50	4.50	4	..	..	6	1	..	..	..	..	..	..
Littlestown,	9.50	..	9.50	9.50	..	..	..	16	7	1	..	..	..	..	..
Little Schuylkill Navigation, . .	28.20	80.20	65.90	58.20	33	2	2	8	4	..	..	..	1	..	..
Lykens Valley,	19.70	11.37	31.07	31.07	2	..	..	10	4	..	7	1	1	1	9
McKean and Buffalo,	22.15	4.65	26.80	26.80	19	..	..	9	2	..	2	1	..	1	5
Mifflin and Centre County, Mill Creek and Mine Hill Naviga- tion,	12.31	4.67	16.98	16.98	15	..	..	..	2	..	..	..	..	..	..
Mine Hill and Schuylkill Haven, Mont Alto,	3.80	21.41	25.21	25.21	..	2	2	6	2	..	..	..	..	..	..
Moshannon and Clearfield, . . .	42.50	95	137.50	137.50	78	2	1	..	..	..	..	2	..	..	..
Montrose,	10.25	9.50	19.75	19.75	11	..	..	14	..	..	1	..	..	..	..
Mount Carbon and Port Carbon, Mount Pleasant and Broadford, .	10	2.72	12.72	12.72	..	..	..	13	5	..	3	1	1	1	16
Muncy Creek,	23	..	28	28	4	..	..	..	..	..	..	..	..	..	..
Meadville,	2.50	16	18.50	18.50	..	..	..	..	..	..	..	..	..	..	..
New York, Pennsylvania and Ohio,	9.60	..	9.60	9.60	..	..	..	..	..	..	..	..	..	..	..
New York, Lake Erie and Western, New York,	36	6	42	42	2	..	..	3	1	..	..	..	..	..	..
..	20.50	1.88	22.38	22.38	..	..	..	..	..	..	..	..	..	..	..
..	387.93	469.16	857.09	239.76	45	3	54	115	79	..	215	52	44	42	6,695
..	460	..	2,414.75	19.50	..	..	..	..	..	..	544	225	78	102	22,457

Newquehoning Valley.	16.50	11.92	28.42	28.42	28.42	12	6	1	12	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
----------------------	-------	-------	-------	-------	-------	----	---	---	----	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

TABLE C.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned and leased.	Total number miles of road operated.	Total number of miles operated within this State.	Number of wooden bridges.	Number of stone bridges.	Number of iron bridges.	Number of depots or stations.	Number of wood and waterstations.	Number of tunnels.	Number of engines.	Number of first-class passenger cars.	No. of second-class passenger cars.	Number of baggage, mail, and express cars.	Number of freight cars of all classes.
Plymouth,	9.25		9.25	9.25	11			4	1						
Pomeroy and State Line,	21.66	1.02	22.68	22.68	29			15	2						
Reading and Columbia,	40	22.07	77.32	62.07	72	2	5	34	13		10	6		1	58
River Front,	2.76	2.76	5.52	5.52	2										
Salisbury,	8.67	3.25	11.92	11.92	8				2		1			1	
Schuylkill Valley Navigation and Railroad Company,	11	10.61	21.61	21.61	2	1	1	12	1						
Shamokin Valley and Pottsville,	27.30	18.38	45.68	45.68	21			8	5						
Sharon,	9	9	18	18	6			12	2			1			
Shenango and Allegheny,	4.60	1.20	5.80	5.80	24			13	4		6			2	212
Slate Ridge and Delta,	1		1	1									1		
Somerset and Cambria,	45.10	2.70	47.80	47.80			23	20			1			1	2
South Mountain Railway and Min- ing,	17.78	2	19.78	19.78	1			10	3		3	2			11
South Pennsylvania Railway and Mining Company,	21	2	23	23	8			15	2						
South-West Pennsylvania,	44.10	27.19	71.29	71.29	67		2	43	8			2			
State Line and Sullivan,	24	1	25	25	10			7	3					1	
Stony Creek,	10.30	2.63	12.93	12.93			9	8	1						
Sunbury and Lewistown,	43.32	3.37	46.69	46.69	27			15	5						
Sunbury, Hazleton and Wilkes- Barre,	48.44	7.26	50.70	50.70	13			15	5			2			
Tioga,	50.60	18.40	69	59.40	22		2	25	10		17		5	3	1,005
Treackow,	6.50	4.50	11	11											
Tyrone and Clearfield,	44.04	27.59	71.63	71.63	39			30	10						
Waynesburg and Washington,	27.93		27.93	27.93	4			26	4		3	1	1	1	15
West Chester,	5.19	.78	5.97	5.97				5							
West Chester and Philadelphia,	26.80	9.30	35.60	35.60	10			24	4		12	25			
Western Maryland,	90	34.40	124.40	.50	110		6	59	10		16	34		8	342

Western Pennsylvania, Wheeling, Pittsburgh and Balti- more,	63.50	47.87	111.87	111.87	83	1	1,106	4,858	1,474	74	4,872	1,908	598	875	229,540
Wilmington and Northern,	32	27.56	82	17	12	1		10	4	6	15	4	2	5	131
Wind Gap and Delaware,	63.60		91.16	73.58	16			44	10						
	1.75		1.75	1.75				1							
Total,	8,165.44	9,825.93	19,244.70	9,506.84	1,867	012	1,106	4,858	1,474	74	4,872	1,908	598	875	229,540

TABLE D.—DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by coal trains.	Number of through passengers for the year on main road.	Number of passen- gers, (all classes, carried in cars.	Number of tons of 2,000 lbs. of through freight for the year on main road.	Gross amount of ton- nage for the year, 2,000 pounds per ton.
Allegheny Valley,	447,298	1,025,843	. . . . .	19,940	992,566	76,898	3,061,781
Bangor and Portland, . . . . .	. . . . .	4,800	. . . . .	. . . . .	4,500	40,879	40,879
Barclay Coal Company,	18,992	. . . . .	56,129	6,998	16,547	. . . . .	587,155
Bell's Gap, . . . . .	. . . . .	63,746	. . . . .	2,362	26,841	7,235	107,538
Berlin, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	4,045	. . . . .	. . . . .
Berlin Branch, . . . . .	. . . . .	4,368	. . . . .	4,319	4,319	8,375	8,375
Bradford, Bordell, and Kinzua,	68,478	25,666	17,147	. . . . .	190,324	38,005	38,005
Buffalo, New York and Philadelphia,	180,489	535,147	. . . . .	2,313	322,197	409,746	1,266,739
Baltimore and Cumberland Valley, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	22,510	. . . . .	19,194
Buffalo, Pittsburgh and Western,	299,541	361,775	. . . . .	24,974	371,254	747,824	747,824
Catasauqua and Foglesville,	23,788	55,000	. . . . .	853	10,461	489,729	439,729
Chartiers,	45,081	19,065	7,125	. . . . .	163,116	. . . . .	289,361
Cleveland and Pittsburgh,	561,971	1,965,633	. . . . .	56,015	906,308	750,996	2,481,592
Corning, Cowanesque and Antrim,	63,144	104,243	. . . . .	1,119	76,679	228,749	827,503
Cornwall, . . . . .	. . . . .	21,702	. . . . .	. . . . .	. . . . .	357,718	519,838
Cumberland Valley,	235,893	194,077	. . . . .	74,099	452,932	25,643	550,811
Delaware and Hudson Canal Company,	83,559	46,824	956,013	1,503	198,147	127,061	3,372,952
Delaware, Lackawanna and Western,	498,663	779,955	3,275,305	20,171	742,624	2,199,948	6,520,037
Delaware and Western, . . . . .	. . . . .	37,560	. . . . .	9,024	42,779	39,558	67,335
Dunkirk, Allegheny Valley and Pittsburgh,	123,748	201,205	. . . . .	20,143	132,166	185,833	245,063
East Broad Top,	27,142	62,582	. . . . .	511	33,950	92,529	209,818
Edgewood, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	85,650
Elmira and Williamsport,	148,792	666,888	. . . . .	36,348	182,027	1,029,398	1,656,418
Erie and Pittsburgh,	143,873	301,936	. . . . .	6,698	164,247	9,654	872,708
Emonton, Shippenville and Clarion, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	5,414	. . . . .	5,872
Evergreen, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	44,957	. . . . .	. . . . .
Foxburg, St. Petersburg and Clarion,	18,564	. . . . .	. . . . .	. . . . .	6,164	. . . . .	5,428

Greenlick and Narrow Gauge, Hanover Junction, Hanover and Gettysburg, Harrisburg and Potomac, Huntingdon and Broad Top Mountain, Ironton, Junction, Karns City and Butler, Kendall and Eldred, Keystone Coal, Lake Shore and Michigan Southern, Lawrence, Lehigh and Lackawanna, Lehigh and Susquehanna, Lehigh Valley, Little Saw-Mill Run, Lykens Valley, McKeen and Buffalo, Monongahela Inclined Plane, Mont Alto, Montrose, Mount Oliver Inclined Plane, Muncy Creek, Meadville, New York, Pennsylvania and Ohio, New York, Lake Erie and Western, New Castle and Beaver Valley, New Castle and Oil City, Northern Central, North-East Pennsylvania, Oil City and Ridgeway, Olean, Bradford and Warren, Parker and Karns City, Peach Bottom, Pennsylvania, Pennsylvania Coal, Pennsylvania and New York Canal and, Peikomen, Philadelphia and Baltimore Central, Philadelphia and Erie, Philadelphia, Newton and New York, Philadelphia and Reading, Philadelphia and Trenton, Philadelphia, Wilmington and Baltimore,	74,010 53,120 12,100 12,750 45,000 2,910,400 28,734 512,147 1,071,623 8,500 72,335 7,500 6,370 1,810,959 3,476,623 39,370 30,000 618,745 27,824 27,800 7,875 4,525,841 41,318 347,681 119,515 102,187 450,438 71,941 3,003,813 3,380,385 1,328,723	3,000 78,277 22,285 27,900 9,300 12,750 7,704,600 48,623 241,885 1,697,882 58,146 54,000 114,320 85,000 2,331 4,331,368 9,112,088 91,083 60,000 1,726,860 3,030 12,814 7,875 14,213,169 20,658 293,318 157,223 60,963 1,855,900 17,824 2,308,155 1,043,823	145,685 65,700 1,915,485 2,888,529 18,000 1,915,485 2,888,529 18,000 58,146 54,000 114,320 85,000 2,331 4,331,368 9,112,088 91,083 60,000 1,726,860 3,030 12,814 7,875 26,000 347,667 2,964 3,591,190 3,504,185 72,430	24,232 10,151 123,584 2,587 1,618 1,249 1,267 8,324 232,948 5,690 16,932 19,185 251,678 5,224 34,038 2,906 93,799 3,310 1,172,987 446,331	976 48,240 9,545 77,541 341,511 246,122 3,639,412 40,755 38,900 600,746 1,465,337 25,178 36,039 669,057 70,023 13,458 383,260 13,315 5,332 1,417,526 6,144,158 129,190 48,844 1,794,368 76,471 156,277 45,654 9,077,714 16,625 212,018 128,252 223,373 775,549 187,456 10,561,853 2,300,856 3,001,928	18,038 448,269 60,060 1,289,302 10,344 18,459 190,288 97,000 350 20,922 2,058,880 11,036,823 8,757 55,824 829,527 8,893 22,689 23,022 18,229,365 1,613,416 2,718,156 686,390 159,097 5,277,056 16,512 16,841,807 4,421,937 1,346,957	14,208 98,460 41,306 693,423 136,637 43,832 9,184,508 783,915 54,627 4,641,860 9,972,773 418,818 480,826 140,155 40,213 12,961 20,922 2,543 4,867,909 1,325,217 196,190 4,870,274 22,114 8,893 22,689 23,022 18,229,365 1,613,416 2,718,156 686,390 159,097 5,277,056 16,512 16,841,807 4,421,937 1,346,957
---	--	---	--	--	---	---	--

TABLE D.—DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN—Continued.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by coal trains.	Number of through passengers for the year on main road.	Number of passen- gers, (all classes), carried in cars.	Number of tons of 2,000 lbs. of through freight for the year on main road.	Gross amount of ton- nage for the year, 2,000 pounds per ton.
Pittsburgh Southern.	90,000	112,200	..	96,977	212,524	6,746	31,706
Pittsburgh and Castle Shannon.	..	38,400	..	..	57,386	..	134,577
Pittsburgh, Bradford and Buffalo.	..	..	..	..	1,003,591	1,381,005	18,874
Pittsburgh, Cincinnati and St. Louis.	811,124	2,530,433	65,282	109,908	1,821,192	..	8,281,683
Pittsburgh and Connelleville.	503,377	1,676,205	..	20,691	2,987,544	691,192	4,856,305
Pittsburgh and Fort Wayne and Chicago.	1,886,282	6,068,983	..	185,250	440,414	1,715,233	4,775,320
Pittsburgh and Lake Erie.	252,549	365,570	..	..	244,749	922,825	1,415,581
Reading and Columbia.	138,574	202,572	..	87,859	11,433	..	499,089
Salisbury.	5,804	..	18,728	..	120,948	..	123,224
Shamokin Valley and Pottsville.	25,753	135,049	..	1,947	37,249	802,518	1,603,327
Shenango and Allegheny.	..	..	..	..	44,392	..	242,990
Somerset and Cambria.	..	..	..	..	57,573	..	..
South Mountain Railway and Mining.	25,056	11,702	..	28,906	..	..	54,705
State Line and Sullivan.	..	45,000	..	..	..	..	..
Stony Creek.	41,900	17,090	..	21,573	57,143	102,612	128,189
Tioga.	72,253	45,772	245,746	7,802	120,949	860,553	946,349
Waynesburg and Washington.	34,295	..	19,357	..	33,039	7,084	12,838
West Chester and Philadelphia.	214,356	41,806	35,743	32,067	996,046	162,403	165,674
Western Maryland.	315,233	263,552	27,314	..	475,580	182,065	182,065
Wheeling, Pittsburgh and Baltimore.	..	..	..	653	58,416	..	28,469
Wilmington and Northern.	132,701	182,093	..	2,976	154,730	110,496	492,691
Total.	31,790,403	63,247,764	14,236,254	8,310,529	57,270,037	40,577,031	132,410,302

TABLE F.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other ores.
Allegheny Valley,	6,554	1,539,528	397,188	123,758	10,621		207,528
Bangor and Portland,	3,820						
Barclay Coal Company,		531,583					
Bell's Gap,		86,628					
Berlin,		23,108	14		12		
Bradford, Bordell and Kinzie,	101	1,089	251			1,646	
Buffalo, New York and Philadelphia,	74,874	712,862	98,905	1,977	5,299	7,117	802
Baltimore and Cumberland Valley,	1,631						
Buffalo, Pittsburgh and Western,	17,121	349,592	133,704				65,808
Catawagua and Fogleville,	56,140	1,997					282,433
Chartiers,		260,735	34	27,038	200	854	
Cleveland and Pittsburgh,		1,192,562	95,808	110,893	40,562	48,508	324,613
Corning, Cowanesque and Antism,	1,765	752,419	16		176	368	
Cornwall,	109,806			92,872			274,800
Cumberland Valley,	104,831	82,181	1,928	19,592	6,720	14,151	101,259
Delaware and Hudson Canal Company,	3,091,459		264	12,642	5,961	19,622	77,037
Delaware, Lackawanna and Western,	5,263,216	62,442	6,702	133,984	189,928	74,748	92,284
Delaware and Western,	6,725	24,518	22	1,253		5,718	14,720
Dunkirk, Allegheny Valley and Pittsburgh,	17,446	17,386	132,481	52	123	2,285	152
East Broad Top,	10,978	143,449	107	19,117			25,219
Elmira and Williamsport,		1,183,753	982	7,694	42,486	25,192	11,823
Erie and Pittsburgh,	154,486	255,192	1,430	118,571	3,801	17,458	106,914
Emmenton, Shippenville and Clarion,	78	411					2,671
Foxburg St. Petersburg and Clarion,	96	126					2,697
Greenliok and Narrow Gauge,							14,208
Hanover Junction, Hanover and Gettysburg,		11,483					81,910
Harrisburg and Potomac,	4,551	795	1	3,413	349	102	21,969
Huntingdon and Broad Top Mountain,	1,233	518,420	971	23,233	1,350	369	48,904
Ironton,	7,511						72,074
Kendall and Eldred,	6,734					439	
Lake Shore and Michigan Southern,	597,635	994,856	307,716	273,633	160,573	398,347	180,037
Lawrence,	124,906	282,527	215	46,222	888	17,516	183,575
Lehigh and Lackawanna,	18,802		16			4,275	17,889
Lehigh and Susquehanna,	3,783,774	8,205	178,191	65,987	7,166	32,645	180,891
Lehigh Valley,	6,486,341	88,844	290,688	395,107	165,726		780,643

TABLE E.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.—Continued.

NAME OF COMPANY.	Anthracite coal.	Bituminous coal.	Petroleum and other oils.	Pig iron.	Railroad iron.	Other iron or castings.	Iron and other ores.
Ligonier Valley, . . . . .	. . . . .	40	. . . . .	. . . . .	. . . . .	20	. . . . .
Little Saw-Mill Run, . . . . .	. . . . .	416,938	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Lykens Valley, . . . . .	. . . . .	470,433	153	483	152	192	2
McKean and Buffalo,	800	105,235	20	. . . . .	. . . . .	4,950	. . . . .
Mont Alto, . . . . .	. . . . .	8,924	. . . . .	. . . . .	4,824	. . . . .	12,633
Montrose,	4,311	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Muncy Creek,	4,524	214	. . . . .	26	46	125	525
Meadville, . . . . .	. . . . .	1,069	. . . . .	. . . . .	. . . . .	18	. . . . .
New York, Pennsylvania and Ohio,	166,973	1,128,589	151,951	207,512	48,989	241,576	508,724
New Castle and Beaver Valley,	329,577	353,702	1,475	119,059	5,364	35,426	192,739
New Castle and Oil City,	192	56,593	498	2,334	. . . . .	16,478	30,958
Northern Central, . . . . .	. . . . .	1,629,417	257,984	150,174	33,479	103,125	368,626
North-East Pennsylvania,	6,450	. . . . .	20	. . . . .	. . . . .	50	3,000
Oil City and Ridgeway, . . . . .	. . . . .	3,893	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Olean, Bradford and Warren, . . . . .	. . . . .	6,122	. . . . .	. . . . .	. . . . .	1,225	. . . . .
Peach Bottom,	1,447	. . . . .	. . . . .	. . . . .	19	. . . . .	. . . . .
Pennsylvania,	1,469,265	. . . . .	705,997	857,077	282,972	622,367	1,024,823
Pennsylvania Coal,	1,610,326	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Pennsylvania and New York Canal and,	1,241,023	419,550	. . . . .	28,021	71,616	. . . . .	11,905
Perkiomen,	164,592	152	646	25,082	10,370	5,054	16,071
Philadelphia and Baltimore Central,	38,552	2,296	923	3,439	. . . . .	. . . . .	3,604
Philadelphia and Erie,	1,230,457	1,253,362	591,935	60,268	61,612	112,544	40,627
Philadelphia, Newton and New York,	8,497	. . . . .	69	. . . . .	56	819	. . . . .
Philadelphia and Reading,	8,664,879	375,920	422,200	542,069	282,054	462,921	922,922
Philadelphia, Wilmington and Baltimore,	106,263	107,722	11,863	23,351	4,778	92,814	9,508
Pittsburgh Southern,	19,992	368	. . . . .	. . . . .	508	. . . . .	. . . . .
Pittsburgh and Castle Shannon, . . . . .	. . . . .	134,450	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Pittsburgh, Bradford and Buffalo,	591	170	. . . . .	. . . . .	456	198	540
Pittsburgh, Cincinnati and St. Louis, . . . . .	. . . . .	1,331,044	19,761	63,353	68,765	94,547	113,836
Pittsburgh and Connellsville, . . . . .	. . . . .	1,229,057	4,929	128,362	39,982	201,740	293,939
Pittsburgh and Fort Wayne and Chicago,	87,962	566,154	59,629	226,692	94,464	144,164	190,351
Pittsburgh and Lake Erie,	227,464	373,275	1,181	61,272	28,937	138,989	195,212
Reading and Columbia,	227,545	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Salisbury, . . . . .	. . . . .	112,476	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Shamokin Valley and Pottsville, . . . . .	. . . . .	1,285,365	686	13,954	5,867	11,483	819

Shenango and Allegheny,	205,792	181	5,804	2,115	504	8,400
Somerset and Cambria,	66				77,214	
State Line and Sullivan,	1,970					
Stony Creek,	68,995	97	12,800		55	149
Tloga,	85,988	899	89	2,001	569	88
Waynesburg and Washington,	1,964				115	
West Chester and Philadelphia,		119	99			
Western Maryland,	75,829					4,191
Wheeling, Pittsburgh and Baltimore,		288	2	61	56	
Wilmington and Northern,	186,893		62,789		82,451	72,809
Total,	85,825,023	3,875,026	3,963,858	1,641,455	3,070,002	7,061,807

TABLE F.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS—Continued.

NAME OF COMPANY.	Stone and lime.	Agricultural products.	Merchandise and manufactures.	Live stock.	Lumber.	Other articles.
Allegheny Valley, . . . . .	..	27,881	242,720	1,628	247,086	257,409
Bangor and Portland, . . . . .	..	..	2,500	..	800	33,759
Barclay Coal Company, . . . . .	..	385	1,198	..	823	8,118
Bell's Gap, . . . . .	..	..	2,214	..	14,449	4,215
Berlin,	114	459	..	..	898	659
Bradford, Bordell and Kinzua,	269	3,878	1,806	..	14,436	15,026
Buffalo, New York and Philadelphia,	7,217	47,008	109,537	1,979	143,607	60,467
Baltimore and Cumberland Valley, . . . . .	..	..	..	530	3,246	13,787
Buffalo, Pittsburgh and Western,	23,566	17,112	83,218	..	78,242	80,563
Catsaunqua and Foglesville,	106,231	2,046	7,360	..	4,988	1,237
Chartiers,	1,304	9,272	7,471	3,682	4,550	1,892
Cleveland and Pittsburgh,	108,536	58,898	319,433	16,590	104,286	66,394
Corning, Cowanesque and Antrim,	954	10,779	26,189	87	82,084	2,666
Cornwall,	17,683	..	..	..	..	25,198
Cumberland Valley,	6,721	65,508	114,620	19,241	54,427	10,087
Delaware and Hudson Canal Company,	566	34,958	36,064	3,278	63,848	27,760
Delaware, Lackawanna and Western,	92,203	289,894	168,410	9,966	129,944	51,161
Delaware and Western,	1,159	4,034	5,608	7	3,431	150
Dunkirk, Allegheny Valley and Pittsburgh,	891	10,901	12,726	880	26,854	23,937
East Broad Top, . . . . .	..	397	3,696	..	6,061	897
Elmira and Williamsport,	8,108	172,283	149,146	10,386	92,684	1,970
Erie and Pittsburgh,	116,112	14,141	56,158	4,237	20,381	3,827
Embleton, Shippenville and Clarion, . . . . .	..	101	712	..	1,862	85
Foxburg, St. Petersburg and Clarion,	15,742	140	957	..	1,862	48
Hanover Junction, Hanover and Gettysburg,	78	9,899	11,646	2,569	8,372	2,357
Harrisburg and Potomac,	33,618	4,123	5,842	..	..	80
Huntingdon and Broad Top Mountain,	54,016	3,023	22,608	1,388	29,261	..
Ironton, . . . . .	..	..	..	..	..	..
Karns City and Butler, . . . . .	..	..	5,605	..	..	3,066

C—RAILROAD REPORT.

McDonald and McLeod,	3,182	20,909	12,558	1,299,856
Lake Shore and Michigan Southern,	1,885,181	1,172,718	1,015,667	10,406
Lawrence,	4,848	19,835	4,735	225
Lehigh and Lackawanna,	1,456	1,521	236	81,633
Lehigh and Susquehanna,	62,648	67,713	113,183	444,611
Lehigh Valley,			148,238	1,078
Lehigh Valley,			11,564	1,875
Ligonier Valley,	446	196		89
Little Saw-Mill Run,				5,500
Livkens Valley,	1,040	4,598	8,464	
McKean and Buffalo,	725	18,455	9,000	
Mont Alto,	1,548	7,167	5,122	
Montrose,			2,829	
Muncy Creek,	233	1,228		5,469
Meadville,	61	328		2,165
New York, Pennsylvania and Ohio,	646,628	422,602	166	294
New Castle and Beaver Valley,	14,076	53,788	186,087	801,158
New Castle and Oil City,	3,043	6,589	16,447	26,839
Northern Central,	1,053,884	448,511	11,279	65,680
North-East Pennsylvania,	3,500	350	620,775	41,015
Olean, Bradford and Warren,	2,586	9,439	5,000	2,494
Parker and Karns City,		8,515	8,367	
Peach Bottom,		2,287		
Pennsylvania,	1,734,944	1,143,157	977,979	16,161
Pennsylvania Coal,		1,814	1,776	464,682
Pennsylvania and New York Canal and,		794,898		
Perkinston,		117,478	64,001	
Philadelphia and Baltimore Central,	114,433	41,742	71,440	104,379
Philadelphia and Erie,	25,511	261,063	12,155	11,996
Philadelphia and New York,	788,999		694,126	113,479
Philadelphia, Newton and New York,	1,704		1,317	2,764
Philadelphia and Reading,	1,197,862	528,048	451,857	2,292,014
Philadelphia, Wilmington and Baltimore,	145,070	532,660	108,806	94,655
Pittsburgh Southern,	2,305	4,286	2,619	237
Pittsburgh and Castle Shannon,				125
Pittsburgh and Buffalo,	4,315			
Pittsburgh, Bradford and Buffalo,	604,294	508,692	1,680	
Pittsburgh, Cincinnati and St. Louis,	19,287		107,213	94,841
Pittsburgh and Connellsville,	786,155	679,732	107,839	468,162
Pittsburgh, Fort Wayne and Chicago,	19,923	72,150	814,532	919,120
Pittsburgh and Lake Erie,		271,524	24,912	31,933
Reading and Columbia,				
Salisbury,				10,748
Shamokin Valley and Pottsville,	104,910	96,272	49,066	20,180
Shenango and Allegheny,	2,568	8,861	19,486	2,299
Somerset and Cambria,	489		4,611	19,235

TABLE E.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS—Continued.

NAME OF COMPANY.	Stone and lime.	Agricultural products.	Merchandise and manufactures.	Live stock.	Lumber.	Other articles.
Stony Creek,	271	6,929	9,069	898	5,058	5,440
Toga,	1,865	6,127	15,291	1,220	88,884	711
Waynesburg and Washington,	558	8,678	2,326	2,154	1,072	445
West Chester and Philadelphia,	1,682	7,754	72,252	812	8,441	4,518
Western Maryland,	4,047	..	..	10,452	13,771	114,888
Wheeling, Pittsburgh and Baltimore,	8,008	4,858	970	1,954	2,040	4,234
Wilmington and Northern,	90,813	10,859	52,077	..	31,795	..
Total,	4,859,227	10,006,508	8,816,876	2,157,646	6,859,490	9,214,263

TABLE F.—RECEIPTS.

NAME OF COMPANY.	Passenger.	Freight.	Mail and express.	Miscellaneous.	Total.
Allegheny Valley,	\$467,626	\$1,558,430	\$43,129	\$18,893	\$212,580
Bachman Valley,	8,484	10,190	534	..	14,199
Bangor and Portland,	1,844	23,255	589	2,292	26,480
Barclay Coal Company,	4,283	81,913	4,145	8,514	93,856
Bel's Gap,	8,577	70,752	479	2,162	81,972
Berlin,	1,358	5,291	580	..	7,230
Berlin Branch,	858	8,100	574	50	4,612
Bradford, Bordell and Kinzua,	92,172	81,457	5,206	1,986	180,773
Buffalo, New York and Philadelphia,	173,116	938,009	22,349	8,738	1,142,213
Baltimore and Cumberland Valley,	4,626	5,844	42	..	9,413
Buffalo, Pittsburgh and Western,	210,812	862,165	20,161	6,828	598,968
Catawauqua and Fogelsville,	2,654	144,665	551	..	147,870
Chartiers,	54,890	51,177	3,889	573	110,031
Cleveland and Pittsburgh,	550,942	2,478,542	64,075	19,709	3,108,269
Corning, Cowanesque and Antrim,	40,473	853,074	6,256	132,389	532,193
Cornwall, . . . . .	..	109,574	..	..	109,574
Cumberland Valley,	204,524	346,856	20,690	10,476	622,538
Delaware and Hudson Canal Company,	73,596	1,497,800	5,187	83,482	1,640,066
Delaware, Lackawanna and Western,	430,722	5,029,738	54,433	423,761	6,538,656
Delaware and Western,	12,953	87,000	872	1,522	52,348
Dillsburg and Mechanicsburg,	5,728	20,216	378	..	27,323
Dunkirk, Allegheny Valley and Pittsburgh,	75,138	188,787	7,670	74,613	291,207
East Broad Top,	12,129	11,006	1,246	4,498	28,881
Elmira and Williamsport,	129,661	676,871	16,682	8,077	831,193
Erle and Pittsburgh,	103,438	510,799	17,470	21,443	653,151
Emmerton, Shippenville and Clarion,	2,420	2,193	491	160	5,289
Evergreen,	3,676	..	..	..	3,676
Fayette County, . . . . .	..	..	..	9,000	9,000
Foxburg, St. Petersburg and Clarion,	2,908	3,829	146	..	6,945
	80	77	89	90	26

TABLE F.-RECEIPTS - Continued.

NAME OF COMPANY.	Passenger.	Freight.	Mail and express.	Miscellaneous.	Total.
Greenlick and Narrow Gauge,	41	\$4,507	75	81	70
Hanover Junction, Hanover and Gettysburg,	\$20,351	34,500	\$2,667	\$28,804	62
Harrisburg and Potomac,	2,538	13,038	1,279	315	37
Huntingdon and Broad Top Mountain,	40,553	284,028	6,511	1,562	10
Ironton,	47	36,702	19	180	27
Jamestown and Franklin,	28,675	101,477	8,849	878	43
Junction,	26,021	131,634	7,301	564	57
Karns City and Butler,	6,014	2,466	364	6	38
Kendall and Eldred,	80,858	98,392	4,960	5,332	67
Lake Shore and Michigan Southern,	4,134,788	12,659,967	526,562	150,052	35
Lawrence,	14,140	173,813	8,679	636	75
Lehigh and Lackawanna,	10,252	35,559	1,628	47,440	53
Lehigh and Susquehanna,	162,778	4,052,788	6,904	4,232,471	82
Lehigh Valley,	573,917	8,804,985	44,952	968,288	00
Ligonier Valley,	9,538	12,527	468	41	68
Little Saw-Mill Run,	80	88,163	686	17,186	71
Littlestown,	5,520	10,497	1,227	705	82
Lykens Valley,	9,055	128,514	1,753	1,634	54
McKean and Buffalo,	12,282	56,105	1,978	972	73
Monongahela Inclined Plane,	23,413	16,617	2,577	5	87
Mont Alto,	12,643	16,186	1,978	300	29
Montrose,	7,513	9,391	547	12	55
Mount Oliver Inclined Plane,	16,951	1,207	93	29	61
Muncy Creek,	2,796	4,125,169	111,185	108,188	86
Meadville,	2,348	282,544	6,462	434	27
New York, Pennsylvania and Ohio,	1,207,663	57,280	2,050	2,085	52
New Castle and Beaver Valley,	41,865	2,824,627	86,912	108,147	41
New Castle and Old City,	26,283				79
Northern Central,	543,421				

North-East Pennsylvania, Oil City and Ridgeway	11,794	68	8,926	51	801	30	237	00	21,919	26
Olean, Bradford and Warren	60,848	94	82,429	17	3,914	69	7,618	21	7,618	21
Parker and Karns City	4,726	41	8,746	73	689	97	10,787	16	107,990	16
Peach Bottom	15,221	98	25,419	64	1,615	50	263	70	9,260	81
Pennsylvania	6,025,894	74	21,229,200	85	921,568	28	210	00	42,467	12
Pennsylvania Company							472,869	92	27,647,008	79
Pennsylvania and New York Canal and, People's	179,248	62	709,924	86	23,415	79	1,811,947	10	1,811,947	10
Perkiomen	9,305	78	201	65	285	00	1,218,669	41	2,181,266	68
Philadelphia and Baltimore Central,	36,334	80	824,172	65	8,869	65	501	51	884,908	61
Philadelphia and Erie	95,211	65	148,742	65	7,884	49	2,273	73	249,112	52
Philadelphia Newton and New York,	539,817	48	2,746,808	37	63,399	38	104,482	57	8,454,809	05
Philadelphia and Reading,	35,192	09	10,712	16	2,395	99	3,394	90	51,695	14
Philadelphia and Trenton,	2,872,423	02	14,750,546	68	50,627	20	1,680,545	49	19,360,142	89
Philadelphia, Wilmington and Baltimore,	1,049,811	13	1,145,578	86	165,920	24	7,846	10	2,368,651	83
Pittsburgh Southern,	1,908,475	81	1,438,969	75	185,268	73	29,140	23	3,551,879	52
Pittsburgh and Castle Shannon,	23,468	90	24,990	67	3,276	85	2,458	80	54,188	24
Pittsburgh, Bradford and Buffalo,	16,236	64	26,095	77	1,906	98	219,879	11	236,115	65
Pittsburgh, Cincinnati and St. Louis,	28,039	60	2,872,016	89	267,761	44	774	79	51,817	09
Pittsburgh and Connelleville,	889,320	99	2,025,321	41	67,699	78	109,887	54	4,138,986	17
Pittsburgh, Fort Wayne and Chicago,	405,610	99	7,784,158	20	280,806	52	2,116	40	2,500,548	58
Pittsburgh and Lake Erie,	2,469,433	44	832,028	85	16,618	36	254,782	60	10,749,180	76
Reading and Columbia,	191,554	52	295,028	88	2,979	88	872	19	1,041,063	42
Salisbury,	92,622	47	17,344	77	336	66	3,553	43	394,184	06
Shamokin Valley and Pottsville,	2,499	10	469,120	25	1,588	46	443	12	20,180	53
Shenango and Allegheny,	25,989	94	118,691	17	2,559	83	487,141	76	497,141	76
Somerset and Cambria,	20,569	29	32,204	18	2,414	17	573	00	140,693	29
South Mountain Railway and Mining,	18,017	71	20,977	80	785	42	267	18	52,923	24
Southern Pennsylvania Railway and Mining,	10,744	42	14,690	60	1,794	82	64	22	32,571	89
State Line and Sullivan,	6,086	70	43,811	46	760	16	130	70	22,572	12
Stony Creek,	6,828	77	24,073	39	297	21	51,531	06	87,028	25
Tioga,	11,890	05	438,123	43	5,315	48	332	60	493,865	54
Waynesburg and Washington,	46,501	65	19,823	42	2,047	96	3,425	08	37,764	81
West Chester and Philadelphia,	15,457	01	185,768	44	4,678	73	2,848	42	333,834	71
Western Maryland,	190,594	05	223,580	53	13,761	14	28,191	73	452,457	78
Wheeling, Pittsburgh and Baltimore,	186,924	98	21,518	85	4,440	19	2,526	61	53,557	09
Wilmington and Northern,	27,598	05	268,983	69	4,064	53			325,002	06
Total,	826,241,082	91	\$107,473,605	58	\$3,250,754	84	\$6,188,664	15	\$145,154,107	48

TABLE G.--EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Charged to cost of road and equipment.		Charged to maintenance of way and buildings.		Charged to maintenance of motive power and cars.		Miscellaneous.		Total.	
Allegheny Valley,	\$49,742	62	\$391,617	40	\$390,083	09	\$573,132	21	\$1,354,837	70
Bachman Valley,			8,499	75	5,233	60	2,334	33	11,118	18
Bangor and Portland,	132,000	00	3,300	00			6,149	90	9,449	90
Bardley Coal Company,	15,684	07	13,998	61	13,266	09	53,490	96	80,754	76
Bedford and Bridgeport,	2,104	00								
Bell's Gap,	43,690	00	11,800	35	5,333	46	23,771	82	89,905	65
Berlin,			5,942	27	454	89	2,306	80	8,703	96
Berlin Branch,	487	72	1,366	44	1,808	29	392	85	3,567	53
Bradford, Bordell and Kinzua,	7,461	07	21,544	32	6,614	14	58,980	87	8,149	33
Buffalo, New York and Philadelphia,	248,849	51	163,318	05	118,583	41	352,573	96	634,476	42
Buffalo, Pittsburgh and Western,	4,441,072	78	78,929	04	138,604	03	136,742	57	354,276	67
Catsanqua and Fogelsville,			29,643	93	8,805	71	39,292	23	77,651	87
Chartiers,			37,349	05	9,867	21	18,727	70	65,443	96
Cleveland and Pittsburgh,	205,494	69	328,357	10	320,825	44	1,051,851	11	1,704,033	65
Colebrookdale,	536	73								
Connecting,	33,507	17								
Corning (Covanesque and Antrim,	44,600	00								
Cornwall,	4,759	00								
Cumberland Valley,			33,126	48	91,166	73	203,881	98	378,176	18
Delaware and Hudson Canal Company,			18,997	85	4,759	00	12,723	31	36,480	16
Delaware Lackawanna and Western,	123,849	93	121,745	17	111,891	56	168,471	92	402,108	65
Delaware and Western,	564,631	51	78,260	33	104,685	39	646,707	29	839,653	01
Dillsburg and Mechanicsburg,	265	67	570,090	05	633,040	96	1,440,541	61	2,633,672	62
Dunkirk, Allegheny Valley and Pittsburgh,			12,922	82	4,850	28	25,492	01	43,385	11
East Broad Top,	505	04	3,886	13	1,304	84	7,741	92	12,712	89
Elmira and Williamsport,	14,587	17	110,119	84	35,576	81	140,209	22	285,905	87
Erle and Pittsburgh,			27,208	95	15,637	36	41,923	07	84,789	38
			146,113	76	147,042	05	234,630	87	577,786	63
			174,080	31	107,995	12	198,609	23	480,694	69

Eminton, Shippensburg and Clarion, Eversgreen, Fayette County, Frostburg, St. Petersburg and Clarion, Greenbuck and Narrow Gauge, Hanover Junction, Hanover and Gettysburg, Harrisburg and Potomac, Huntingdon and Broad Top Mountain, Ironton, Jamestown and Franklin, Junction, Karns City and Butler, Kendall and Eldred, Lake Shore and Michigan Southern, Lawrence, Lehigh and Lackawanna, Lehigh and Susquehanna, Lehigh Valley, Ligonier Valley, Little Saw Mill Run, Littlestown, Lykens Valley, McKean and Buffalo, Monongahela Inclined Plane, Mont Alto, Montrose Mount Oliver Inclined Plane, Muncy Creek, Meadville, New York, Pennsylvania and Ohio, New Castle and Beaver Valley, New Castle and Oil City, Northern Central, North-East Pennsylvania, Oil City and Ridgeway, Olean, Bradford and Warren, Parker and Karns City, Peach Bottom, Pennsylvania, Pennsylvania Company, Pennsylvania and New York Canal and, People's, Perkiomen,	17,225 12,107 18,997 8,053 2,571 56 7,521 2,672,000 19,346 611,835 2,746 83,325 19,346 611,835 2,746 83,325 2,880 9,167 286 89,562 1,700,719 1,803 1,671 4,833 4,876,232 628,785 3,497	1,730 1,340 1,277 16,082 31,182 54,958 6,741 84,487 817 17,843 2,182,509 86,600 11,423 846,389 1,310,698 2,563 12,816 28,316 19,033 9,323 4,825 5,222 6,531 846,188 82,885 18,163 444,427 13,266 16,758 194 10,806 8,656,312 222,043 3,582 67,220	84 00 65 06 07 96 96 94 23 12 28 26 58 29 13 26 96 98 10 57 93 70 28 48 26 56 48 56 52 06 43 26 48 86 18 87	19 00 53 59 96 25 17 69 . . 94 57 47 28 75 67 14 97 . 05 29 09 78 86 95 83 14 83 95 83 51 14 51 86 95 8
--	--	---	--	--

TABLE G.—EXPENSES DURING THE YEAR—Continued.

NAME OF COMPANY.	Charged to cost of road and equipment.	Charged to maintenance of way and buildings.	Charged to maintenance of motive power and cars.	Miscellaneous.	Total.
Philadelphia and Baltimore Central,	8548,348	934,975	883,881	878,279	\$171,688
Philadelphia and Chester County,	135,278	678,812	545,670	1,210,576	2,430,060
Philadelphia and Erie,		27,687		47,413	75,101
Philadelphia, Newton and New York,		2,143,494	2,084,052	9,266,575	13,494,123
Philadelphia and Reading,	129,115	200,219	216,995	942,624	1,859,889
Philadelphia and Trenton,	897,783	458,662	446,202	1,415,934	2,320,799
Philadelphia, Wilmington and Baltimore,	868				
Pickering Valley,	6,309	10,825	14,069	38,435	58,350
Pittsburgh Southern,	6,040	16,947		181,955	198,902
Pittsburgh and Castle Shannon,	272,053	9,921	6,929	23,546	40,898
Pittsburgh, Bradford and Buffalo,	36,737	648,990	921,706	1,164,880	2,785,557
Pittsburgh, Cincinnati and St. Louis,		898,662	366,038	611,374	1,876,075
Pittsburgh and Connellsville,		1,038,942	1,162,836	3,628,550	5,830,329
Pittsburgh, Fort Wayne and Chicago,	351,768	127,918	98,057	387,788	603,764
Pittsburgh and Lake Erie,	800	69,662	27,397	183,929	279,889
Reading and Columbia,	3,353	8,491	298	8,533	10,318
Salisbury,		52,581	47,920	92,534	193,037
Shamokin Valley and Pottsville,	37,293	82,542	17,453	52,596	102,593
Shenango and Allegheny,	872,682	13,781	4,803	16,355	34,940
Somerset and Cambria,		8,005	1,058	11,709	20,773
South Mountain Railway and Mining,		16,559	1,586	9,520	27,675
Northern Pennsylvania Railway and Mining Company,	197,028				
South-West Pennsylvania,	14,255	17,323	2,168	19,508	38,994
State Line and Sullivan,		16,692		30,665	47,357
Stony Creek,	26,781	71,898	101,343	132,223	305,465
Tioga,	12,064	9,055	5,484	14,085	28,570
Waynesburg and Washington,					
	74	68	98	86	92

West Chester and Philadelphia,	64,784	12	116,907	62	55,831	47	116,584	74	288,826	83
Western Maryland,	10,749	50	188,980	86	89,479	94	186,708	72	857,169	52
Western Pennsylvania,	40,462	15	80,248	11	2,988	14	14,286	84	52,463	09
Wheeling, Pittsburgh and Baltimore,	97,895	76	85,202	73	80,298	83	142,787	97	258,284	03
Wilmington and Northern,										
Total,	222,920,427	68	318,360,288	68	17,398,915	24	319,762,452	44	895,521,657	86

TABLE H.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley,	2	.	7	9	3	2	12	11
Bachman Valley,	1	1	1
Bangor and Portland,	1	.	.	.	1	.
Barclay Coal Company,	2	.	.	.	2
Bell's Gap,	1	.	.	.	1	.
Bradford, Bordell and Kinzua,	1	5	.	.	1	5
Buffalo, New York and Philadelphia,	1	9	16	2	.	11	17
Buffalo, Bradford and Pittsburgh,	8	1	7	1	15
Buffalo, Pittsburgh and Western,	1	2	1	1	.	4	2	7
Chartiers,	3	.	.	.	3
Cleveland and Pittsburgh,	2	13	3	4	5	17
Corning, Cowanesque and Antrim,	2	1	.	.	2	1
Cumberland Valley,	1	.	2	.	3	1
Delaware and Hudson Canal Company,	1	3	1	5	2	8	4
Delaware, Lockawanna and Western,	1	12	23	6	11	18	35
Delaware and Western,	1	1	.	1	1
Dunkirk, Allegheny Valley and Pittsburgh,	1	1	1	.	2	1
East Broad Top,	2	.	.	.	2
Elmira and Williamsport,	1	1	4	.	2	.	7
Erie and Pittsburgh,	1	.	1	7	1	.	3	7
Hanover Junction, Hanover and Gettysburg,	1	.	1	.	1	.
Huntingdon and Broad Top Mountain,	3	13	.	1	1	12
Jefferson,	2	1	5	14
Junction,	2	4	1	1	1	1
Lake Shore and Michigan Southern,	5	1	7	5
Lawrence,	3	2	.	2	3
Lehigh and Susquehanna,	5	2	12	9	17	11
Lehigh Valley,	1	1	33	18	15	15	49	34
Littlestown,	1	.	1	.
Lykens Valley,	1	1	1	1	2
McKean and Buffalo,	2	1	1	1	3
New York, Pennsylvania and Ohio,	7	9	3	2	10	11
New Castle and Beaver Valley,	1	5	1	4	2	9
New Castle and Oil City,	2	1	1	1	3

Northern Central,	1	2	6	14	4	4	4	11	20
Pennsylvania,	8	69	74	650	119	109	109	201	878
Pennsylvania Coal,			6	4	3	5	5	9	9
Pennsylvania and New York Canal and,		1	2	6	2	1	1	4	8
Perkerson,				4					4
Philadelphia and Baltimore Central,			1	1	1			2	1
Philadelphia and Erie,			11	111	18	17	17	24	123
Philadelphia and Reading,	8	6	48	63	66	29	29	102	98
Philadelphia and Trenton,		5	1	25	18	17	17	14	47
Philadelphia and Wilmington and Baltimore,		3	6	12	18	5	5	26	19
Pittsburgh Southern,				1					1
Pittsburgh and Castle Shannon,				2		1	1		3
Pittsburgh, Bradford and Buffalo,			1						1
Pittsburgh, Cincinnati and St. Louis,			7	23	21	10	10	28	63
Pittsburgh and Connelleville,		3	16	51	43	8	8	29	52
Pittsburgh, Fort Wayne and Chicago,			2	21	45	15	15	17	39
Pittsburgh and Lake Erie,			7	17	7	1	1	14	18
Reading and Columbia,				2	1			1	2
Shamokin Valley and Pottsville,			1	3	2			8	3
Somerset and Cambria,			1	1				1	1
South Mountain Railway and Mining,						2	2		2
Toga,			1					1	
West Chester and Philadelphia,				3					3
Western Maryland,		1		4	1	5	5	1	6
Wilmington and Northern,		1		6	2	1	1	2	7
Total,	17	87	233	1,201	332	351	351	631	1,649

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Allegheny Valley,	\$568,844	\$2,166,500	\$2,166,500	\$2,166,500	\$2,166,500
Allentown,	47	47	47	47	47
Atlantic and Great Western,	84,675,804	84,675,804	84,675,804	84,675,804	84,675,804
Bachman Valley,	66,792	66,792	66,792	66,792	66,792
Bald Eagle Valley,	31	31	31	31	31
Baltimore and Cumberland Valley Extension,	550,000	550,000	550,000	550,000	550,000
Baltimore and Cumberland Valley,	00	00	00	00	00
Baltimore, Philadelphia and New York,	88	88	88	88	88
Bangor and Portland,	846,427	846,427	846,427	846,427	846,427
Barclay Coal Company,	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Bedford and Bridgeport,	00	00	00	00	00
Belleville and Bridgeport,	600,000	600,000	600,000	600,000	600,000
Belleville and Snow Shoe,	200,000	200,000	200,000	200,000	200,000
Beil's Gap,	00	00	00	00	00
Berlin,	41,708	42,685	42,685	42,685	42,685
Berlin Branch,	00	00	00	00	00
Bethlehem and Helvidere,	00	00	00	00	00
Bradford, Bordell and Kinzua,	00	00	00	00	00
Bradford, Bordell and Smethport,	00	00	00	00	00
Bradford, Richburg and Cuba,	00	00	00	00	00
Brandy Camp,	00	00	00	00	00
Buffalo, New York and Philadelphia,	1,914,650	1,968,950	2,004,350	2,125,650	2,343,100
Buffalo Valley,	46,052	46,052	46,052	46,052	46,052
Buffalo, Bradford and Pittsburgh,	00	00	00	00	00
Buffalo, Pittsburgh and Western,	33	33	33	33	33
Brownsville,	00	00	00	00	00
Brownsville and New Haven,	00	00	00	00	00
Catawqua and Fogleville,	426,900	426,900	426,900	426,900	426,900
Catawissa,	4,359,500	4,359,500	4,359,500	4,359,500	4,359,500
Chartiers,	185,000	185,000	185,000	185,000	185,000
Chester Creek,	39,550	39,550	39,550	39,550	39,550
Chester and Delaware River,	871,900	871,900	871,900	871,900	871,900
Chester Valley,	120,650	120,650	120,650	120,650	120,650
Chestnut Hill,	11,233,450	11,233,450	11,233,450	11,233,450	11,233,450
Cleveland and Pittsburgh,	47,215	47,215	47,215	47,215	47,215
Colebrookdale,	00	00	00	00	00
Columbia and Port Deposit,	00	00	00	00	00
Connecting,	00	00	00	00	00

Corning, Cowanesque and Antrim, Cornwall,	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	00	1,900,000	0
--	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	----	-----------	---

Oil City and Ridgeway,	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00
------------------------	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Somerset and Cambria,	86,800 00	..	\$100,000 00	..	\$200,000 00
South Mountain Railway and Mining,	582,803 35	..	..	..	72,345 00
South Pennsylvania,	900,000 00	\$800,000 00	800,000 00	\$800,000 00	800,000 00
Southern Pennsylvania Railway and Mining Co., . . . . .	..	..	546,182 50	546,170 00	546,150 00
South-West Pennsylvania, . . . . .	..	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
State Line and Sullivan,	1,000,000 00	176,100 00	176,100 00	176,100 00	176,100 00
Stony Creek,	146,000 00	..	161,000 00	..	164,000 00
Sunbury and Lewistown, . . . . .	..	..	1,000,000 00	1,000,000 00	1,000,000 00
Sunbury, Hazleton and Wilkes-Barre, . . . . .	..	..	17,500 00	17,500 00	17,500 00
Susquehanna and Clearfield, . . . . .	..	..	..	..	..
South Mountain Iron Company's,	200,000 00	..	..	..	..
Spring Brook,	37,800 00	..	..	..	..
South Mountain Railway and Mining, . . . . .	..	..	200,000 00	200,000 00	..
Tioga,	580,900 00	580,900 00	580,900 00	580,900 00	580,900 00
Trescow,	180,000 00	180,000 00	180,000 00	180,000 00	180,000 00
Tyrone and Clearfield, . . . . .	..	..	1,000,000 00	1,000,000 00	1,000,000 00
Waynesburg and Washington,	85,478 81	92,334 82	100,818 47	101,048 82	101,317 82
West Chester,	165,000 00	165,000 00	165,000 00	165,000 00	165,000 00
West Chester and Philadelphia,	821,800 00	821,800 00	821,800 00	821,800 00	821,800 00
West Chester and Phoenixville,	13,000 00	13,000 00	..	..	25,000 00
Western Maryland,	681,600 00	688,250 00	682,250 00	682,250 00	682,250 00
Western Pennsylvania, . . . . .	..	..	1,022,450 00	1,022,450 00	1,022,450 00
Wheeling, Pittsburgh and Baltimore,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Wilcox and Howard Hill Improvement Co., . . . . .	..	..	800 00	..	..
Wilmington and Northern,	1,208,100 00	1,253,050 00	1,253,050 00	1,278,050 00	1,278,050 00
Wind Gap and Delaware, . . . . .	..	..	..	..	10,000 00
Total,	\$257,577,857 00	\$277,088,884 18	\$503,631,084 14	\$541,809,699 59	\$589,044,877 11

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Allegheny Valley,	724,919	832,482	832,482	511,916	473,777
Altentown,	68,850,811	24,197	23,854	19,438	15,305
Atlantic and Great Western,	61,284	58,090	61,543	61,553	57,400
Bradford, Richburg and Cuba,		400,900	400,000	400,000	386,784
Beckman Valley,					386,000
Bald Eagle Valley,					280,000
Baltimore and Cumberland Valley Extension,					85,000
Bangor and Portland,	85,500	65,800	65,500	91,100	100,000
Barclay Coal Company,			1,176,697	1,245,000	1,255,000
Bedford and Bridgeport,	99,000	99,000	70,500	65,888	350,000
Bellefonte and Snow Shoe,	203,300	200,000	200,000	325,000	41,818
Bell's Gap,	81,000	33,026	38,041	40,017	10,000
Berlin Branch,	4,525,809	4,518,839	4,586,802	4,465,411	4,476,699
Bradford, Bordell and Kinross,					1,500
Buffalo, New York and Philadelphia,					
Brandy Camp,	3,994,017				
Baltimore, Philadelphia and New York,	69,000	83,282			
Buffalo Valley,	161,029	160,000	160,000	188,000	138,000
Catawauqua and Foglesville,	1,802,350	1,802,350	1,802,350	1,802,350	1,802,350
Catawissa,			500,000	500,570	500,000
Chartiers,	192,000	191,297	191,297	191,297	191,297
Chester Creek,	195,100	195,100	195,100	195,100	195,100
Chester and Delaware River,	920,000	902,000	902,500	1,756,900	885,000
Chester Valley,	5,104,848	5,079,343	5,078,343	5,064,343	5,120,343
Cleveland and Pittsburgh,	852,260	628,872	654,482	672,895	712,826
Colebrookdale,			2,208,090	2,334,830	2,403,780
Columbia and Port Deposit,			1,069,288	1,069,653	1,108,160
Connecting,			400,000	375,000	300,000
Corning, Cowanesque and Antrim,	621,449	500,000		852,800	852,800
Cumberland Valley,	353,800	352,300	352,300		75,318
Baltimore and Cumberland Valley,					580,000
Buffalo, Bradford and Pittsburgh,					7,915,129
Buffalo, Pittsburgh and Western,					138,888
Danville and Shamokin,		107	107	159	216
Danville and Riverside,					
Delaware and Hudson Canal,				19,887,000	
Delaware, Lackawanna and Western,	4,706,269	7,580,269	5,887,100	5,677,900	4,044,900

RAILROAD REPORT.

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT-Continued.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Delaware River and Lancaster,					
Dillsburg and Mechanicsburg,					
Dunkirk, Allegheny Valley and Pittsburg,	\$125,266 90	\$137,589 31	\$1,035 00	196,283 43	\$1,335 00
East Brandywine and Waynesburg,	3,382,295 79	3,388,532 69	137,061 50	3,466,703 77	136,283 43
East Broad Top,					
East Pennsylvania,	514,741 54	661,985 00	602,550 00	534,468 56	556,991 06
Ebensburg and Cresson,	495,900 00	495,900 00	495,900 00	638,815 00	671,465 00
Edgewood,	80,000 00	80,000 00	80,000 00	495,900 00	495,900 00
Elmira and Williamsport,	18,559 59	19,532 64	19,532 64	80,000 00	80,000 00
Erle and Pittsburg,	1,620,000 00	1,620,000 00	1,620,000 00	19,532 64	19,532 64
Emmerton, Shippenville and Clarion,	3,382,785 80	3,382,785 80	3,373,987 54	1,620,000 00	1,620,000 00
Evergreen,	232,302 95	158,476 10	159,910 48	3,311,585 18	3,311,233 18
Foxburg, Petersburg and Clarion,	23,756 28	69,529 25	69,122 54	159,225 42	156,046 16
Frankford and Holmesburg,	58,874 45	50,000 00	50,000 00	69,540 99	68,055 85
Geneva, Hornellsville and Pine Creek,	40,000 00	42,000 00	60,000 00	50,000 00	50,000 00
Hanover Junction, Hanover and Gettysburg,	178,700 00	201,900 00	216,500 00	60,000 00	216,000 00
Hanover Junction and Susquehanna,	105,427 13	121,279 09	117,899 99	223,000 00	185,000 00
Hanover and York,	185,000 00	185,000 00	185,000 00	131,611 92	185,000 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	483,251 00	513,149 34	507,200 00	185,000 00	185,000 00
Harrisburg and Potomac,			700,000 00	700,000 00	700,000 00
Huntingdon and Broad Top Mountain,	2,591,970 00	2,572,810 00	2,538,100 00	518,200 00	587,115 60
Ironton,	213,179 81	218,410 98	211,400 18	2,484,000 00	2,399,895 00
Jamestown and Franklin,	1,975,654 84	1,090,296 21	1,959,579 42	210,043 79	203,233 61
Jefferson,	2,300,000 00	2,300,000 00	2,300,000 00	1,959,852 87	1,971,566 17
Jersey Shore, Pine Creek and Buffalo,	213,179 79	328,059 32	333,362 76	2,300,000 00	2,300,000 00
Junction,		755,000 00	755,000 00	329,335 36	342,106 50
Karns City and Butler,	146,800 00			740,000 00	740,000 00
Kendall and Eldred,				127,900 00	127,900 00
Lake Shore and Michigan Southern,	35,750,000 00	35,500,000 00	35,915,000 00	14,778 04	18,008 57
Lancaster and Reading, (narrow gauge,)	350,000 00	350,000 00	350,000 00	35,685,000 00	36,915,000 00
Lawrence,				355,000 00	350,000 00
Lehigh and Lackawanna,	600,000 00	600,000 00	600,000 00	350,000 00	355,000 00
Lehigh Valley,	24,986,813 80		25,784,359 72	601,047 66	601,047 66
Lewisburg and Tyrone,				25,804,000 00	25,163,000 00
Ligonier Valley,	49,400 00	64,000 00	62,747 00	119,006 77	183,512 20
				55,037 29	48,984 62

Little Saw-Mill Run,	88,508	116,977	83	118,953	51	110,000	00	124,542	83
Littlestown,	55,546	59,627	75	60,207	32	59,805	04	59,843	81
Little Schuylkill Navigation,	402,020	480,000	00	468,000	00	456,000	00	444,000	00
Lawrenceville and Evergreen,	13,815	18,575	51	13,808	47				
Lehigh and Eastern,		75,000	00	75,000	00				
Lewisburg, Centre and Spruce Creek,		542,187	16	2,348,320	00	487,199	88	423,850	25
McKean and Buffalo,	461,424			446,118	85	200,000	00	200,000	00
Mifflin and Centre County,		125,000	00	200,000	00	200,000	00	125,000	00
Mont Alto,	125,000			125,000	00	125,000	00	13,000	00
Moehannon and Clearfield,						44,900	00	44,900	00
Montrose,	44,900	44,900	00	44,900	00	55,833	98	55,833	33
Mount Oliver Inclined Plane,	62,312	58,984	18	58,898	33			321,800	00
Muncy Creek,	205,000	221,000	00	1,000,000	00			57,805,851	94
New York, Pennsylvania and Ohio,				66,678,501	10	87,500,000	00	67,165,685	95
New York, Lake Erie and Western,				97,149	53	67,173,744	85	100,915	43
Nesquehoning Valley,		96,794	53	886,544	73	789,568	46	712,900	76
New Castle and Oil City,	753,308	784,514	25	11,924	41	11,254	13	8,035	00
New Castle and Mining,	7,200	7,914	44	10,810	06	10,810	06	10,810	06
Newry,	20,773	10,810	06	15,445,000	00	15,462,000	00	15,378,000	00
Northern Central,				300,019	08	330,284	68	340,217	88
North-East Pennsylvania,	278,882	291,302	61	7,150,480	88	7,159,224	75	7,156,656	96
North Pennsylvania,	7,140,566	7,121,925	00			89,875	00	71,427	43
Oil City and Ridgeway,				750	00			26,000	00
Olean, Bradford and Warren	21,147					26,000	00	563,600	00
Parker and Karns City,	37,000	555,275	00	542,504	00	644,108	00	54,344,820	00
Peach Bottom,	535,172			55,911,300	00	56,713,300	00	266,581	86
Pennsylvania,				775,765	83	651,597	52	16,529,718	82
Pennsylvania Coal,	790,720	742,827	93	13,114,360	31	11,496,927	53	3,728,495	93
Pennsylvania Company,		13,424,868	42	8,000,000	00	3,154,965	51		
Pennsylvania and New York Canal and,	3,400,000					1,100,000	00		
Pennsylvania and New England,						83,191	55	33,191	55
People's,	33,127	33,318	04	33,191	55	33,191	55	2,713,976	98
Perkionmen,	2,881,828	2,048,378	42	2,697,838	83	2,711,669	82	1,500,000	00
Philadelphia and Baltimore Central,	1,500,000	1,500,000	00	1,500,000	00	1,500,000	00	74,467	50
Philadelphia and Chester County,	13,375			15,655	00	52,843	38	19,869,764	49
Philadelphia and Erie,				19,164,459	52	19,190,034	33	6,527	01
Philadelphia and Merion,						497	32	700,000	00
Philadelphia and Newton and New York,				700,000	00	700,000	00	84,792,544	63
Philadelphia and Reading,	78,371,174	79,354,565	47	82,400,690	58	85,212,638	51		
Philadelphia and Trenton,				21,742	72	21,742	72	4,076,416	66
Philadelphia and Wilmington and Baltimore,		2,918,500	00	2,413,500	00	4,000,500	00	674,837	54
Picketing valley,	594,078	613,867	81	634,191	67	645,691	67	321,113	07
Pittsburgh Southern,						306,783	92		

West Chester and Philadelphia,	1,162,512	50	1,162,512	50	1,127,512	50	1,311,961	82	1,377,512	50
West Chester and Phoenixville,	1,200	00	2,180	19						
Western Maryland,	8,850,271	00	8,852,011	00	3,852,596	00	4,205,250	00	4,412,680	88
Western Pennsylvania,					3,044,508	00	3,128,000	00	3,210,000	00
Wilmington and Northern,					130,000	00	58,600	00	118,200	00
Wind Gap and Delaware,									6,041	27
Total,	\$301,805,083	95	\$327,530,357	83	\$556,962,634	89	\$589,374,029	87	\$589,133,035	60

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Allegheny Valley,	82	\$21,705,169	\$28,982,212	94	\$24,009,218
Allentown,	19	1,084,002	1,084,453	73	1,084,691
Bachman Valley,	29	112,412	112,412	29	112,494
Bald Eagle Valley,	00	1,050,000	1,050,000	00	1,350,050
Baltimore and Cumberland Valley Extension,					508,845
Baltimore and Cumberland Valley,					162,018
Bangor and Portland,					132,000
Barclay Coal Company,	00	632,600	632,600	00	622,600
Bedford and Bridgeport,			1,421,241	91	1,421,486
Bellefonte and Snow Shoe,	33	323,291	458,181	33	453,181
Bell's Gap,	13	201,346	216,699	58	386,888
Berlin,			5,000	00	402,213
Berlin Branch,	00	73,887	75,157	97	75,885
Bradford, Bordell and Kinzua,					274,984
Bradford, Bordell and Smethport,					100,000
Bradford, Richburg and Cuba,					57,400
Brownsville,			186,850	00	
Buffalo, New York and Philadelphia,	17	5,496,084	6,801,018	08	7,264,606
Buffalo, Bradford and Pittsburgh,					2,886,400
Buffalo, Pittsburgh and Western,					15,467,980
Catawissa and Foglesville,	59	523,185	658,335	59	658,835
Catawissa,	08	6,206,668	6,206,668	08	6,206,668
Chartiers,			1,122,336	10	1,122,336
Chester Creek,	57	376,297	376,297	67	376,297
Chester and Delaware River,	21	220,915	220,915	21	220,915
Chester Valley,	00	1,371,900	1,774,400	00	1,756,900
Chestnut Hill,	00	120,650	120,650	00	120,650
Cleveland and Pittsburgh,	03	12,987,566	16,615,571	52	16,806,666
Colebrookdale,	27	667,471	667,774	73	668,797
Columbia and Port Deposit,			1,722,117	93	1,733,393
Connecting,			2,347,588	74	2,381,460
Corning, Cowanesque and Antrim,	00	1,900,000	2,400,000	00	2,400,000
Cornwall,	84	351,620	443,118	91	457,157
Cumberland Valley,	95	1,888,496	1,887,465	95	1,887,465
Danville and Shamokin,			20,000	00	28,848
Danville and Riverside,			3,897	58	4,008
Delaware and Hudson Canal Company,	95	3,667,471	4,869,101	95	6,977,369

Delaware, Lackawanna and Western,	22,741,818	77	10,873,488	19	23,454,891	05	23,975,052	82	24,540,584	32
Delaware and Western,	816,821	11	742,308	79	816,821	11	816,821	11	816,821	11
Delaware River and Lancaster,	177,429	16	177,429	16	166,171	00	166,171	85	165,171	85
Dillaburg and Meehanoburg,	4,804,235	67	4,548,697	99	4,815,379	85	4,815,379	85	5,019,514	04
Dunkirk, Allegheny Valley and Pittsburg,					537,404	57	537,404	57	537,564	57
East Brandywine and Waynesburg,					1,052,890	83	1,052,267	98	1,077,922	07
East Broad Top,	1,048,972	59	912,985	15	1,052,890	83	1,052,267	98	1,077,922	07
East Mahanoy,	392,550	00	392,550	00	392,550	00	392,550	00	392,550	00
East Pennsylvania,	1,894,688	79	1,894,688	79	1,894,688	79	1,894,688	79	1,894,688	79
Ebensburg and Cresson,	122,000	00	122,000	00	122,000	00	122,000	00	122,000	00
Edgewood,	80,176	86	28,172	86	80,172	86	48,172	96	80,172	86
Elmira and Williamsport,	2,620,000	00	2,620,000	00	2,620,000	00	2,620,000	00	2,620,000	00
Erle and Pittsburg,	5,076,541	29	3,180,987	26	5,076,682	44	5,076,682	44	5,076,682	44
Emlenton, Shippenville and Clarion,	371,507	17	312,830	89	398,653	78	397,394	98	387,394	88
Evergreen,							81,124	98	81,124	98
Fayette County,	130,000	00	130,000	00	130,000	00	130,000	00	130,000	00
Foxburg, St. Petersburg and Clarion,	112,353	52	119,833	65	160,950	51	164,759	08	164,760	08
Geneva, Hornelleville and Pine Creek,	940,869	27	425,175	00	442,175	00	442,175	00		
Greenlick and Narrow Gauge,	32,935	41	25,609	89	32,343	86	32,876	75	33,877	05
Hanover Junction, Hanover and Gettysburg,	474,381	00	387,816	00	479,138	86	498,511	00	514,897	00
Hanover Junction and Susquehanna,	176,952	77	195,797	80	203,256	09	220,216	14		
Hanover and York,	945,061	00	345,000	00	844,310	20	392,200	00		
Harrisburg, Portsmouth, Mt. Joy and Lancaster,					1,882,550	50	1,882,550	00	1,882,550	00
Harrisburg and Patuxent,	712,580	80	827,937	83	833,763	88	849,453	88	856,131	72
Huntingdon and Broad Top Mountain,	4,366,190	83	4,367,620	92	4,876,091	38	4,398,166	01	4,412,168	23
Huntingdon, Fulton and Franklin,					2,000	00	2,000	00		
Ironton,	268,000	00	250,000	00	268,000	00	268,000	00	268,000	00
Jamestown and Franklin,	2,530,414	07	2,530,646	84	2,530,872	61	2,530,980	61	2,533,551	73
Jefferson,	4,396,050	00	4,396,050	00	4,396,050	00	4,396,050	00	4,396,050	00
Jersey Shore, Pine Creek and Buffalo,			812,723	61	833,363	76	839,835	66	842,106	50
Junction,			1,064,730	50	1,064,730	50	1,062,330	50	1,062,000	50
Karna City and Butler,	216,632	06					221,994	71	222,051	63
Kendall and Eldred,							173,114	01	180,635	28
Lake Shore and Michigan Southern,	79,819,914	69	65,601,205	65	79,978,000	00	79,978,000	00	8,265,000	00
Lancaster and Reading, (narrow gauge,)	142,041	43	142,041	48	142,041	43				
Lawrence,					800,843	72			807,495	84
Lehigh and Lackawanna,	675,100	00	775,100	00	975,100	00	976,147	68	976,147	68
Lehigh and Susquehanna,	13,799,817	88	13,802,955	70	13,814,255	90	13,982,658	70	14,002,005	11
Lehigh Valley,	31,091,518	56	31,382,955	70	33,342,019	59	32,877,479	68	33,424,541	74
Lewisburg and Tyrone,							1,317,902	74	1,424,353	74
Ligonier Valley,	107,976	80	71,347	48	64,654	29	68,280	18	71,006	86
Little Saw-Mill Run,	119,650	00	101,017	16	136,162	13	139,652	69	184,872	73
Littlestown,	115,616	00	115,616	00	115,616	00	115,616	00	115,616	00

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS - Continued.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Somerset and Mineral Point,	\$191,591	64	67	68	00
South Mountain Iron Company's,	842,841	54	51	71	18
South Mountain Railway and Mining,					71
Susquehanna and Delaware River,	2,027,761	64	81	00	00
Tioga,	230,868	81	18	00	00
Treackow,					00
Tyrone and Clearfield,	153,220	25	18	00	00
Waynesburg and Washington,	205,835	64	64	48	58
West Chester,	2,077,967	65	86	55	29
West Chester and Philadelphia,					76
West Chester and Phoenixville,	4,469,008	51	08	11	78
Western Maryland,					48
Western Pennsylvania,					03
Wheeling, Pittsburgh and Baltimore,	44,006	31	66	00	00
Wilcox and Howard Hill Improvement,	72,428	98	98	98	46
Wilmington and Northern,	1,208,100	00	00	70	27
Wind Gap and Delaware,					14
Total,	\$348,558,568	57	38	28	
		\$345,590,320	\$547,029,919	\$576,609,569	\$743,948,601

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Allegheny Valley,	803,190	906,436	786,550	928,441	992,566
Atlantic and Great Western,	1,428	902,302	963,491	..	..
Beauman Valley, . . . . .	..	..	..	..	..
Baltimore and Cumberland Valley, . . . . .	..	..	..	..	22,510
Bangor and Portland, . . . . .	..	..	..	..	4,500
Berkley Coal Company,	7,942	..	..	..	16,547
Belleville and Snow Shoe,	12,476	11,721	10,982	17,954	..
Bell's Gap,	8,241	7,689	12,735	23,254	28,841
Berlin, . . . . .	..	..	1,727	..	4,045
Berlin Branch,	4,896	5,743	4,809	4,221	4,319
Bradford, Bordell and Kinross, . . . . .	..	..	..	..	190,824
Buffalo, New York and Philadelphia,	136,035	189,122	207,239	236,969	322,197
Buffalo, Bradford and Pittsburgh,	7,313	..	..	..	..
Buffalo, Pittsburgh and Western, . . . . .	..	..	..	..	371,254
Buffalo Valley, . . . . .	..	8,863	..	..	..
Catawagus and Fogleville,	9,367	7,183	5,480	10,374	10,461
Chartiers, . . . . .	..	120,505	132,688	150,160	163,116
Cleveland and Pittsburgh, . . . . .	..	..	690,396	809,505	908,308
Corning, Cowanesque and Antrim, . . . . .	..	..	60,688	66,908	76,679
Cumberland Valley,	57,216	58,532	323,045	391,083	452,932
Delaware and Hudson Canal Company,	349,141	325,551	182,835	161,915	198,147
Delaware, Lackawanna and Western,	112,215	116,177	500,709	628,181	742,124
Delaware and Western,	474,645	474,162	32,204	36,836	42,779
Delaware and Mechanicsburg,	28,297	24,957	16,034	..	..
Dillsburg and Mechanicsburg, . . . . .	..	..	114,866	124,753	182,166
Dunkirk, Allegheny Valley and Pittsburgh,	115,278	118,100	23,655	31,177	33,950
East Broad Top,	28,235	25,183	121,681	159,875	182,027
Elmira and Williamsport, . . . . .	..	..	125,942	166,352	184,247
Erie and Pittsburgh, . . . . .	..	138,649	49,179	42,415	5,414
Emmerton, Shippenville and Clarion,	209,390	163,397	..	33,977	44,967
Evergreen, . . . . .	..	..	..	30,512	6,164
Foxburg, St. Petersburg and Clarion,	15,158	73,163	29,458	..	..
Frankford and Holmesburg,	89,787	..	..	1,256	976
Greenlick and Narrow Gauge, . . . . .	..	218	..	47,964	48,240
Hanover Junction, Hanover and Gettysburg,	46,897	45,500	36,231	11,473	9,545
Harrisburg and Potomac,	9,594	9,801	6,501	73,338	77,541
Huntingdon and Broad Top Mountain,	47,862	48,618	46,560	..	..
Junction, . . . . .	..	906,237	278,125	..	841,511

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Karna City and Butler,	116,000	. . . . .	. . . . .	31,142	. . . . .
Kendall and Eldred, . . . . .	. . . . .	. . . . .	201,740	357,946	246,122
Lake Shore and Michigan Southern,	2,742,787	2,682,127	2,803,046	3,250,028	3,689,412
Lawrence, . . . . .	. . . . .	. . . . .	85,527	. . . . .	40,756
Lehigh and Lackawanna,	12,664	12,400	17,735	23,061	33,900
Lehigh and Susquehanna,	316,745	353,536	421,293	524,011	600,746
Lehigh Valley,	823,791	. . . . .	930,204	1,277,428	1,485,887
Ligonier Valley, . . . . .	. . . . .	12,978	13,176	34,461	. . . . .
Little Saw-Mill Run,	17,371	11,686	1,832	. . . . .	. . . . .
Lykens Valley, . . . . .	. . . . .	. . . . .	21,243	161,045	. . . . .
Lawrenceville and Evergreen,	39,303	39,256	28,912	. . . . .	25,178
McKean and Buffalo,	12,826	19,371	23,823	40,000	38,039
Monongahela Inclined Plane,	334,604	386,905	385,489	539,501	659,057
Mont Alto,	33,824	18,809	20,610	47,818	70,023
Montrose, . . . . .	. . . . .	10,667	10,334	11,462	13,453
Mount Carbon and Port Carbon, . . . . .	. . . . .	. . . . .	228,478	. . . . .	. . . . .
Mount Oliver Inclined Plane,	185,354	198,192	. . . . .	330,619	333,280
Muncy Creek,	6,064	7,364	2,774	. . . . .	13,315
Meadville, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	5,332
New York, Pennsylvania and Ohio, . . . . .	. . . . .	. . . . .	. . . . .	1,252,058	1,417,526
New York, Lake Erie and Western, . . . . .	. . . . .	. . . . .	4,894,537	. . . . .	6,144,158
New Castle and Beaver Valley, . . . . .	. . . . .	129,366	103,673	121,260	129,190
New Castle and Oil City, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	46,844
New Castle and Mining,	44,432	23,634	32,791	44,320	. . . . .
Northern Central, . . . . .	. . . . .	. . . . .	1,109,061	1,353,233	1,794,368
North-East Pennsylvania,	53,063	75,692	69,582	78,280	76,471
North Pennsylvania,	1,368,498	1,310,378	593,547	. . . . .	. . . . .
Olean, Bradford and Warren,	2,800	. . . . .	151,338	153,335	156,277
Parker and Karna City,	236,000	. . . . .	. . . . .	43,252	. . . . .
Peach Bottom,	59,388	51,407	47,670	54,254	45,654
Pennsylvania, . . . . .	. . . . .	. . . . .	5,948,645	7,757,940	9,077,714
Pennsylvania Coal,	2,437	4,772	9,415	16,794	16,625
Pennsylvania and New York Canal and,	170,853	. . . . .	140,118	182,421	212,018
People's, . . . . .	. . . . .	66,573	. . . . .	. . . . .	. . . . .
Perkinston, . . . . .	. . . . .	. . . . .	66,458	121,526	128,252
Philadelphia and Baltimore Central, . . . . .	. . . . .	211,115	202,124	240,684	223,373
Philadelphia and Erie,	227,913	. . . . .	459,102	598,570	776,549

Philadelphia, Newton and New York,	6,674,880	6,876,418	7,908,048	151,527	187,456
Philadelphia and Keokuk,			1,745,977	9,822,432	10,661,833
Philadelphia and Trenton,				1,868,974	2,800,856
Philadelphia, Wilmington and Baltimore,			2,248,781	2,801,884	3,001,928
Pittsburgh Southern,				79,814	
Pittsburgh and Castle Shannon,	188,994	169,318	148,898	199,041	212,524
Pittsburgh, Buffalo and Buffalo,	317,914	281,119	236,554	256,480	27,386
Pittsburgh, Cincinnati and St. Louis,			771,108	898,842	1,008,591
Pittsburgh and Connelisville,	737,914	704,307	852,542	1,106,150	1,321,192
Pittsburgh, Fort Wayne and Chicago,		2,257,404	2,280,984	2,592,484	2,837,544
Pittsburgh and Lake Erie,				354,487	440,414
Pittsburgh and Columbia,	207,619	197,984	200,180	293,044	244,749
Salisbury,		1,446	7,454	10,945	11,483
Shenandoah Valley and Pottsville,			48,448	94,091	120,948
Shenango and Allegheny,	33,636				37,249
Somerset and Cambria,	19,702			15,000	44,392
South Mountain Railway and Mining,				61,638	57,678
State Line and Sullivan,	8,482	6,889	8,184		
Stony Creek,	42,189	42,725	18,725		
Summit Branch,		18,081			
South Mountain Railway and Mining,					
Tioga,					
Waynesburg and Washington,	77,841	71,977	36,666		
West Chester and Philadelphia,			78,186	93,627	120,949
Western Maryland,	804,031	756,469	24,282	27,414	38,039
Wheeling, Pittsburgh and Baltimore,	339,111	368,938	788,127	782,692	966,046
Wilmington and Northern,	52,316	43,681	362,168	430,866	475,580
Wilmington and Western,	64,695	76,715	44,026	50,799	58,416
				124,697	164,730
Total,	19,838,311	23,404,988	41,538,552	45,026,728	57,270,087

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Allegheny,		2,190,944	2,335,820	2,622,842	3,061,731
Atlantic and Great Western,	2,761,496	2,647,146	3,259,843		
Bachman Valley,	6,067				
Bainger and Portland,					40,879
Barclay Coal Company,	386,958				537,155
Bellefonte and Snow Shoe,	69,672	54,562	83,368	86,473	
Bell's Gap,	76,407	88,605	58,628	99,562	107,538
Berlin,			4,568		
Berlin Branch,	1,070	38,881	7,126	7,005	8,375
Bradford, Bordell and Kinzua,					39,005
Buffalo, New York and Philadelphia,	503,317	731,385	1,063,256	1,378,625	1,266,789
Buffalo Valley,	8,630	6,244			
Baltimore and Cumberland Valley,					19,194
Buffalo, Pittsburgh and Western,					747,824
Catawauqua and Foglesville,	251,675	318,192	299,023	433,958	439,723
Chartiers,		106,983	167,808	214,173	289,361
Cleveland and Pittsburgh,			1,810,187	1,969,230	2,481,592
Corning, Cowanesque and Antrim,	423,609	507,885	707,885	666,936	827,608
Cornwall,	410,606	442,212	637,371	484,918	519,838
Cumberland Valley,	320,510	318,696	374,172	447,126	550,811
Delaware and Hudson Canal Company,	1,590,372	2,045,762	3,103,849	2,847,752	3,372,952
Delaware, Lackawanna and Western,	2,922,803	3,193,631	5,288,442	5,269,359	6,520,037
Delaware and Western,	86,218	81,622	113,637	121,534	67,835
Dillsburg and Mechanicsburg,	51,835				
Punkirk, Allegheny Valley and Pittsburgh,	419,018	330,673	254,164	186,538	245,063
East Broad Top,	116,130	182,468	169,692	198,662	209,818
Edgewood,	52,223	63,313	92,000	92,000	85,650
Elmira and Williamsport,			1,118,693	1,415,547	1,666,413
Erie and Pittsburgh,		753,020	715,252	798,614	872,708
Eminton, Shippensburg and Clarion,	68,387	16,818	11,037	19,748	5,372
Foxburg, St. Petersburg and Clarion,	798	2,881	5,202	15,106	5,428
Frankford and Holmesburg,	9,923				
Greenlick and Narrow Gauge,	18,276	11,065	12,567	11,417	14,208
Hanover Junction, Hanover and Gettysburg,	46,572	40,366	57,485	89,422	98,460
Harrisburg and Potomac,	85,373	30,312	35,780	41,479	41,300
Huntingdon and Broad Top Mountain,	388,816	394,736	415,387	564,942	683,423
Ironton,	73,387	77,789	80,531	113,244	136,637

Karns City and Butler,	14,670		40,832	1,793	43,832
Kendall and Kidrock,			57,190	51,718	
Keweenaw Coal,		6,098,445	7,541,794	8,850,836	9,164,508
Lake Shore and Michigan Southern,			702,189	678,400	788,915
Lawrence,			49,780	53,285	54,527
Lehigh and Lackawanna	57,103	27,982			
Lehigh and Susquehanna,	8,028,466	2,518,644	5,074,206	8,906,835	4,641,800
Lehigh Valley,	6,533,700		7,670,023	8,188,118	9,972,772
Ligonier Valley,		8,000	12,642	16,065	
Little Saw-Mill Run,	119,251	88,285	540,090	801,708	418,813
Lykens Valley,			465,908	447,298	480,825
McKean and Buffalo,	75,982	98,465	100,349	135,106	140,155
Mont Alto,	6,174	8,729	23,634	34,532	40,213
Montrose,	7,463	7,173	9,131	11,863	12,981
Muncy Creek,	13,187	18,460	11,584		20,922
Meadville,					2,543
New York, Pennsylvania and Ohio,				8,945,746	4,887,909
New York, Lake Erie, and Western,			8,212,641		
New Castle and Beaver Valley,		988,444	1,004,916	1,220,833	1,325,217
New Castle and Oil City,	42,582	44,615	68,692	124,176	186,190
New Castle and Mining,	4,880	1,909	9,475		
Northern Central,			8,984,918	4,598,922	4,870,274
North-East Pennsylvania,	20,771	14,749	12,237	13,015	22,114
North Pennsylvania,	853,467	917,484	607,724		
Oil City and Ridgeway,				7,200	3,893
Olean, Bradford and Warren,	1,070		18,195	27,146	23,889
Parker and Karns City,	35,098			8,827	
Peach Bottom,	23,285	23,026	23,634	23,408	23,022
Pennsylvania,			13,694,041	15,864,788	18,329,365
Pennsylvania Coal,	1,041,487	991,106	1,548,630	1,269,521	1,613,416
Pennsylvania and New York Canal and,	1,813,305		2,104,551	2,052,449	2,718,156
Perkiomen,			310,729	657,365	685,390
Philadelphia and Baltimore Central,	143,100	181,306	146,350	136,044	159,007
Philadelphia and Erie,			4,130,126	4,861,463	5,277,056
Philadelphia, Newton and New York,				17,812	16,512
Philadelphia and Reading,	11,833,826	10,333,817	14,673,169	14,842,793	16,841,807
Philadelphia and Trenton,			3,153,040	3,605,582	4,421,987
Philadelphia, Wilmington and Baltimore,		798,365	1,066,142	1,222,694	1,846,957
Pittsburgh Southern,				24,416	31,706
Pittsburgh and Castle Shannon,	79,768	70,245	71,488	101,167	134,577
Pittsburgh, Bradford and Buffalo,	724,483	522,482	625,669	712,211	13,874
Pittsburgh, Cincinnati and St. Louis,			2,728,461	3,072,915	3,261,663
Pittsburgh and Connellsville,	1,551,532	10,829,465	2,045,367	2,533,064	4,856,306

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS--Continued.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Pittsburgh, Fort Wayne and Chicago.	.	2,990,187	3,736,324	3,881,728	4,775,320
Pittsburgh and Lake Erie.	.	.	371,461	1,045,123	1,415,561
Reading and Columbia.	302,187	265,122	349,861	465,012	449,069
Salisbury.	83,264	70,815	91,562	154,732	128,224
Shamokin Valley and Pottsville.	688,700	.	1,149,275	1,364,766	1,602,327
Sharpville.	.	.	.	127,507	.
Shenango and Allegheny.	349,229	.	.	.	242,930
Somerset and Cambria.	7,162	.	.	20,000	.
South Mountain Railway and Mining.	.	.	37,321	46,774	64,705
State Line and Sullivan.	.	.	52,938	.	.
Stony Creek.	14,021	20,616	6,305	35,555	126,180
Summit Branch.	.	412,463	.	.	.
Tioga.	478,742	529,294	691,137	697,775	906,349
Waynesburg and Washington.	.	.	8,009	10,054	12,868
West Chester and Philadelphia.	97,726	84,953	95,439	97,345	165,674
Western Maryland.	131,367	136,021	186,220	189,859	182,065
Wheeling, Pittsburgh and Baltimore.	20,263	20,627	15,130	23,682	28,469
Wilmington and Northern.	217,830	198,468	.	356,407	492,891
Total.	46,552,083	44,894,492	111,727,809	111,348,416	182,410,802

Meadville,																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						</
------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1877.		1878.		1879.		1880.		1881.	
Southern Pennsylvania Railway and Mining Co.,	\$16,490	27	..	..	\$15,698	90	\$21,568	12	\$22,571	12
State Line and Sullivan,	28,146	22	..	\$65,113	68,087	68	58,408	30	51,581	08
Stony Creek,	15,898	64	..	17,943	15,652	65	22,446	21	37,023	25
Summit Branch, . . . . .	..	..	..	181,412	..	..	..	..	..	..
Tloga,	334,076	96	..	325,446	387,224	65	..	..	..	..
Waynesburg and Washington, . . . . .	..	..	..	20,768	27,051	88	393,025	22	498,865	54
West Chester and Philadelphia,	332,274	41	..	312,486	304,452	02	30,791	58	37,764	81
Western Maryland,	332,085	87	..	347,201	347,442	66	266,403	01	238,884	71
Wheeling, Pittsburgh and Baltimore,	42,934	65	..	40,984	41,193	30	397,564	09	452,457	78
Wilmington and Northern,	2,914	24	..	129,681	154,204	82	50,380	27	53,557	09
	135,934	89	..	..	..	..	231,627	46	325,012	06
Total,	\$42,078,109	38	..	\$61,448,962	\$128,984,888	82	\$133,945,771	95	\$145,154,107	48

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Allegheny Valley,	31,033	\$1,042,991	\$985,977	\$1,057,835	\$1,254,887
Allentown,	25	10	1,288	90	18
Atlantic and Great Western,	3,043,881	8,026,524	8,436,483	90	90
Bachman Valley,	2,586	2,630	3,283	68	76
Bangor and Portland,	75,767	50,237	52,204	68	65
Barnes Coal Company,	59,851	19,424	23,493	99	96
Belleville and Snow Shoe,	14,601	425	2,536	04	53
Bell's Gap,	835	414,419	574,327	43	42
Berlin Branch,	328,793	8,216	2,012	61	67
Bradford, Bordell and Kinzua,	3,523	50,878	54,378	62	87
Buffalo, New York and Philadelphia,	47,889	291,310	326,312	96	96
Buffalo Valley,	406	33,304	36,648	00	85
Burlington and Western,	102,016	35,477	27,360	04	18
Catskill and Foggsville,	32,071	812,560	608,126	02	16
Charters,	265,598	474,210	1,825,284	95	65
Cleveland and Pittsburgh,	478,775	1,379,119	48,793	84	61
Colebrookdale,	1,512,318	34,787	12,701	15	62
Corning, Cowanesque and Antrim,	35,366	382,423	303,243	22	11
Cornwall,	10,092	52,685	25,425	91	89
Cumberland Valley,	365,113	1,399	704,934	71	68
Delaware and Hudson Canal Company,	44,202	881,017	414,233	97	69
Delaware Lackawanna and Western,	1,295	70,139	38,290	29	97
Delaware and Western,	91,618	465	432	31	00
Dillsburg and Mechanicsburg,	12,805	31,630	21,224	83	35
Dunkirk, Allegheny Valley and Pittsburgh,	06	86	22	83	70
East Broad Top,					
East Mahanoy,					
Edgewood,					
Elmira and Williamsport,					
Erle and Pittsburgh,					
Emmerton, Shippenville and Clarion,					
Evergreen,					
Fayette County,					
Foxburg, St. Petersburg and Clarion,					

North East Pennsylvania,	5,494	25	4,459	06	400,748	48	26,880	43	80,070	17
North Pennsylvania,	1,052,759	08	887,832	49					7,618	31
Oil City and Ridgeway,					80,455	63	48,380	89	65,212	08
Orion, Bradford and Warren,	593	08					24,859	56	5,851	81
Parker and Karns City,	87,089	06					28,898	71	29,707	19
Peaoh Bottom,	81,618	09	6,777	26	17,576	06	14,051,485	78	15,468,468	00
Pennsylvania,					11,751,620	55	388,500	00		
Pennsylvania Coal,			6,300	00	390,000	00	64,602	25	71,907	95
Pennsylvania Company,			97,167	99	60,141	11			967,659	63
Pennsylvania and New York Canal and,							777,008	76		
Pennsylvania and New England,	921,088	20			946,351	90	8,085	95	8,706	98
People's,					7,351	31	252,156	05	238,281	14
Perkiomen,	8,788	59	2,370	23	128,819	18	186,967	67	171,636	41
Philadelphia and Baltimore Central,	215,618	06	171,021	24	171,767	65	2,358,353	78	2,430,060	80
Philadelphia and Erie,					2,180,258	07	47,371	72	75,101	17
Philadelphia, Newton and New York,							11,880,897	83	18,494,122	11
Philadelphia and Reading,	8,277,303	51	7,786,282	79	9,471,613	24	1,185,558	92	1,359,889	02
Philadelphia and Trenton,					983,482	62	1,898,987	87	2,820,799	85
Philadelphia and Wilmington,			282,005	04	1,587,742	41				
Philadelphia, Wilmington and Baltimore,			50	00	33,790	46				
Pickering Valley,	2,476	09					64,234	78	58,350	52
Pittsburgh Southern,							145,246	28	198,908	68
Pittsburgh and Castle Shannon,	126,619	50	100,832	21	117,626	88	303,090	11	40,397	81
Pittsburgh, Bradford and Buffalo,	427,908	68	342,188	33	276,806	20	2,243,054	11	2,735,557	89
Pittsburgh, Cincinnati and St. Louis,					2,083,646	67	1,011,827	09	1,376,075	20
Pittsburgh and Connellsville,	982,015	58	964,441	47	985,831	58	5,328,814	91	5,830,329	35
Pittsburgh, Fort Wayne and Chicago,			4,138,137	01	4,634,989	50	399,012	70	608,764	97
Pittsburgh and Lake Erie,					177,725	77				
Point Breeze,			180	75			238,882	08	279,889	94
Reading and Columbia,	161,587	27	181,139	98	174,697	86	10,612	83	10,318	88
Salisbury,	7,459	64	6,821	51	7,618	49	171,744	24	193,087	12
Shamokin Valley and Pottsville,	118,757	87			129,757	22	29,728	46		
Sharpsville,										
Shenango and Allegheny,									102,598	74
Somerset and Cambria,	5,046	10					5,848	91	31,940	73
South Mountain Railway and Mining,					14,395	19	23,241	79	20,778	30
Southern Pennsylvania Railway and Mining Co.,	15,918	28			15,114	82	18,960	85	27,675	78
State Line and Sullivan,	45,580	36	47,089	86	47,017	51	80,510	68	88,994	55
Stony Creek,	8,492	38	5,558	29	20,631	47	39,279	27	47,357	56
Summit Branch,			118,440	87						
South Mountain Iron Company,	4,873	90								
Tioga,	207,469	44	179,918	94	215,658	63	252,089	42	305,465	79
Waynesburg and Washington,			26,122	42	19,589	84	20,641	20	26,576	22
West Chester and Philadelphia,	186,205	56	168,359	41	171,750	73	233,264	42	288,826	83

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS. - Continued.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Western Maryland,	219,940	217,275	274,347	309,285	357,169
Wheeling, Pittsburgh and Baltimore,	42,845	36,162	33,594	41,785	52,463
Wilmington and Northern,	1,566	147,909	148,380	202,301	258,284
	126,714				
Total,	\$33,953,155	\$34,547,382	\$75,731,288	\$75,815,377	\$85,521,657
	57	43	28	18	52
	92	82	76	87	09
	74	68	25	10	03
	15				
	60	44	67	95	36

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1877.		1878.		1879.		1880.		1881.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley,	8	14	17	23	8	12	13	19	12	11
Atlantic and Great Western,			9	7	7	9				1
Bachman Valley,									1	
Bangor and Portland,	1									2
Barclay Coal Company,		3	1	6						
Belleville and Snow Shoe,										
Bell's Gap,									1	5
Bradford, Hordell, and Kinzua,	3	2	4		9	10	4	11	11	17
Buffalo, New York, and Philadelphia,		1								
Buffalo Valley,									1	15
Buffalo, Bradford, and Pittsburgh,									2	7
Buffalo, Pittsburgh, and Western,				2						
Catawissa,								1		3
Chartiers,					2	5		18	5	17
Cleveland and Pittsburgh,	3		1		2	4	1	1	2	1
Corning, Cowanesque and Antrim,					1	1	1			
Cornwall,						1	1			
Cumberland Valley,		1	1	1	2	15	1	2		1
Delaware and Hudson Canal Company,	3	1	1	3	2	10	9	9	8	4
Delaware, Lackawanna and Western,	20	6	14	11	18	11	19	32	18	35
Delaware and Western,							1		1	1
Dunkirk, Allegheny Valley and Pittsburgh,	1	8	2	1	4	15	4	3	2	1
East Broad Top,								3		1
Elmira and Williamsport,					1			3		2
Erie and Pittsburgh,			6	8	1	6	2	10	1	2
Emmerton, Shippenville and Clarion,	1	1		2		9	4	8	3	7
Evergreen,										
Foxburg, St. Petersburg and Clarion,			1	1			1	1		
Hanover Junction, Hanover and Gettysburg,						1				
Harrisburg and Potomac,						1	1		1	
Huntingdon and Broad Top Mountain,	1	3		6				2		12

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS--Continued.

NAME OF COMPANY.	1877.		1878.		1879.		1880.		1881.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Jamestown and Franklin,	4	.	1	2	4	14	3	9	6	14
Jefferson,	.	.	.	2	2	.	2	.	1	1
Junction,	1	2	.	.	.	.	.	.	.	.
Karns City and Butler,	.	.	.	12	4	5	7	6	7	5
Lake Shore and Michigan Southern,	.	.	.	.	.	.	.	.	2	8
Lawrence,	5	4	9	3	7	9	16	4	17	11
Lehigh and Susquehanna,	30	27	.	1	27	58	45	38	49	34
Lehigh Valley,	.	.	.	.	1	.	.	.	.	.
Little Saw-Mill Run,	.	.	.	.	.	.	.	.	1	.
Lattestown,	.	.	.	.	1	.	.	.	1	2
Lykens Valley,	.	.	1	.	.	.	.	.	1	3
McKean and Buffalo,	.	.	.	.	.	.	.	.	.	.
Monongahela Inclined Plane,	.	.	.	1	.	.	.	.	.	.
Munsey Creek,	.	.	.	.	.	2	.	.	.	.
New York, Pennsylvania and Ohio,	.	.	.	.	.	.	11	10	10	11
New York, Lake Erie and Western,	.	.	.	.	108	351	.	.	.	.
New York, Lake Erie and Beaver Valley,	.	.	.	5	.	2	2	4	2	9
New Castle and Beaver Valley,	.	.	.	.	.	1	.	.	1	3
New Castle and Oil City,	.	.	.	12	11	20	8	32	11	20
Northern Central,	21	23	10	.	9	15	.	.	.	.
North Pennsylvania,	1	1	.	.	.	.	.	.	.	.
Parker and Karns City,	2	10	.	.	.	.	.	.	.	.
Peach Bottom,	.	.	.	.	.	.	.	.	.	.
Pennsylvania,	.	.	.	.	123	533	162	640	201	378
Pennsylvania Coal,	9	8	3	8	6	5	1	4	9	9
Pennsylvania and New York Canal and	4	31	.	.	4	35	6	21	4	8
Perkionen,	.	.	.	.	3	2	1	3	.	4
Philadelphia and Baltimore Central,	1	3	2	4	2	1	1	1	2	1
Philadelphia and Erie,	.	.	.	.	25	141	12	200	24	128
Philadelphia, Newton and New York,	.	.	.	.	.	.	1	.	.	.
Philadelphia and Reading,	36	110	73	38	.	115	86	101	103	98
Philadelphia and Trenton,	.	.	.	.	21	30	10	40	14	47

Philadelphia, Wilmington and Baltimore.	2	1	13	30	13	16	4	32	7	26	19
Pittsburgh Southern.	2	1	1	1	1	1	1	1	1	1	1
Pittsburgh and Castle Shannon.	2	1	1	1	1	1	1	1	1	1	1
Pittsburgh, Bradford and Buffalo.	11	13	17	17	9	16	14	10	32	28	43
Pittsburgh, Cincinnati and St. Louis.						16	14	28	57	29	53
Pittsburgh and Connelville.						16	11	18	67	17	36
Pittsburgh, Fort Wayne and Chicago.						9	19	18	86	14	18
Pittsburgh and Lake Erie.						3	2	7	16		
Pittsburgh, Virginia and Charleston.						30					
Reading and Columbia.	6	3	5	5	5	1	3	2	3	1	2
Salisbury.											
Shamokin Valley and Pottsville.							2	1	9	3	3
Sharpsville.								1			
Somerset and Cambria.											
South Mountain Railway and Mining.											
State Line and Sullivan.											
Stony Creek.											
Summit Branch.											
Tioga.	1										
Waynesburg and Washington.											
West Chester and Philadelphia.	4	2	1	1					1		3
Western Maryland.	2		1	1					2		6
Wheeling, Pittsburgh and Baltimore.											
Wilmington and Northern.	4	2	1	1	1	3	3	6	4	2	7
Total.	247	283	280	291	291	553	1,581	538	1,415	661	1,649



TABULATED RESULTS

COMPILED FROM PASSENGER RAILWAYS.

Pittsburgh and Birmingham, . . . Liberty,	140,102	00	8.40	5.2	45	3	1	4	16	2	169	52,381	67
Pittsburgh, Oakland and East Liberty,	128,042	18	6	5.2	23 & 45	4	2	32	.	3	140	39,250	67
Pittston, . . .	26,765	76	1.75	5.2	43 1/2 & 25	1	.	8	.	.	.	.	54
Pittsburgh and West End, . . .	44,057	76	1.75	5.2	31	1	1	9	4	4	66	3,623	00
Parkmen Avenue, . . .	90,250	28	2.20	5.2 1/2	45	2	.	8	.	.	.	5,000	00
Reading City, . . .	47,223	14	2.50	5.2	45	2	1	11	.	.	.	.	00
Ridge Avenue, Philadelphia, . . .	561,867	25	15	5.1	45	1	1	53	.	.	.	65,000	00
Schuylkill River, . . .	47,468	54	3.11	5.2	41	.	.	.	.	.	.	.	00
Second and Third Streets, . . .	920,788	72	37	5.2 1/2	43 & 55	7	3	101	10	11	660	100,000	00
Seventeenth and Nineteenth Streets, . . .	229,246	60	7.50	5.2	43 & 55	.	.	.	.	.	.	.	00
South Side, . . .	81,851	13	2.50	5.2 1/2	27 & 39	3	1	6	10	1	78	10,000	00
Stroudsburg, . . .	24,127	94	1.37	4.8 1/2	28	1	1	1	1	.	9	3,000	00
Thirteenth and Fifteenth Streets, . . .	235,848	75	12	5.2	44	6	2	33	21	15	408	97,800	00
Union, Philadelphia, . . .	1,641,582	00	74	5.2	43 & 58	10	7	207	78	20	1,786	600,850	00
West Philadelphia, . . .	1,052,264	28	16.50	5.3	44	11	1	53	70	8	677	237,947	35
Wilkes-Barre and Kingston, . . .	94,838	37	4.50	5.2	45 & 30	1	1	4	2	.	16	10,000	00
Williamsport, . . .	83,439	30	2.14	4.8 1/2	16	.	.	2	6	3	21	.	.
Total, . . .	\$12,549,845	69	427.72	.	.	158	68	1,878	326	127	9,389	\$6,447,842	70

II—RAILROAD REPORT.

TABLE C.—TRANSPORTATION OF PASSENGERS AND EXPENSES.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	Of maintaining the road or real estate of cor- poration.		Of operating the road.		Totals.
Allentown,	167,978	\$1,189	38	\$8,840	27	\$9,979
Bradford and Kendall,	820,118			7,575	81	7,575
Central, Pittsburgh,	577,406	2,601	70	22,754	15	25,355
Citizens', Philadelphia,	6,788,948	18,127	62	206,297	58	224,425
Citizens', Pittsburgh,	4,063,640	18,918	54	107,247	40	121,165
Coalville,	103,288	946	51	4,527	32	5,473
Easton and South Easton,	103,587	251	25	7,146	12	7,397
Empire,	2,681,473					
Erie City,	808,981	444	70	10,982	47	11,577
Federal Street and Pleasant Valley,	1,888,756	8,045	81	45,685	63	48,781
Frankford and Southwark,	8,553,987	11,308	77	298,600	44	309,910
German town,	10,167,849	19,779	37	248,379	45	268,158
Green and Coates Street, Philadelphia,	2,848,744	3,417	33	73,885	35	76,803
Harrisburg City,	816,201	6,587	76	16,619	74	23,207
Hestonville, Mantua and Fairmount,	4,609,954	18,970	89	209,055	49	228,026
Lombard and South Street,	1,532,669	7,159	75	78,271	90	80,431
People's Street, Lackawanna county,	387,830	3,548	91	19,313	37	22,862
People's, Philadelphia,	6,422,851	8,480	83	240,451	79	248,962
Perkomen Avenue,	278,087	638	23	11,538	32	12,207
Philadelphia City,	10,015,328	18,445	72	378,937	47	392,383
Philadelphia and Gray's Ferry,	2,474,798	7,964	90	88,681	18	96,646
Pittsburgh, Allegheny and Manchester,	2,974,168	9,928	44	102,837	90	112,296
Pittsburgh and Birmingham,	2,126,885	22,148	81	63,079	90	85,228
Pittsburgh, Oakland and East Liberty,	1,216,991	6,597	84	65,199	16	71,797
Pittsburgh and West End,	755,823	1,833	58	32,923	34	34,756
Pittston,	49,842	225	24	1,973	99	2,198
Reading City,	298,991	2,598	54	12,370	21	14,968

Ridge Avenue, Philadelphia,	5,298,495	29,860	51	155,021	94	184,862	45
Second and Third Streets,	9,156,392	30,928	51	319,089	87	349,986	38
South Side,	425,100	7,118	86	22,971	74	30,080	70
Stroudsburg,	26,172	117	80	2,605	88	2,723	63
Thirteenth and Fifteenth Street,	5,198,688	14,285	76	179,849	87	194,135	18
Union, Philadelphia,	20,980,539	43,081	87	792,461	78	835,493	15
West Philadelphia,	9,164,615	21,536	03	870,657	68	892,223	71
Wilkes-Barre and Kingston,	275,150	1,255	00	13,535	50	14,790	50
Williamsport,	432,837	819	36	10,649	19	11,468	55
Total,	121,028,456	\$328,591	27	\$4,214,579	58	\$4,548,170	80

TABLE D.—RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Measure.	Other sources.	Total.
Allentown,	\$11,080	\$1,054	35	880	\$12,175
Bradford and Kendall,	16,247	29	29	55	16,247
Central, Pittsburgh,	24,866	35	35	24	24,866
Citizens', Philadelphia,	284,848	05	05	64,853	362,556
Citizens', Pittsburgh,	210,478	41	41	182	210,610
Coalville,	7,835	54	54	180	7,952
Continental,	7,968	40	40	120,000	120,000
Easton and South Easton,	14,625	10	10	8,964	16,026
Erle City,	69,487	80	80	54	70,578
Federal Street and Pleasant Valley,	475,221	61	61	1,170	481,458
Frankford and Southwark,	408,741	96	96	29,752	448,160
German town,	128,568	49	49	129,889	129,889
Green and Coates Street, Philadelphia,	20,587	45	45	15,194	34,163
Harrisburg City,	246,005	90	90	22,441	272,487
Houstonville, Mantua and Fairmount,	77,850	08	08	20	78,479
Lombard and South Street,	27,148	88	88	2,641	29,876
People's Street, Lackawanna county,	273,075	04	04	184,042	460,084
People's, Philadelphia,	553,225	20	20	6,008	566,477
Philadelphia City,	184,022	87	87	50	186,587
Philadelphia and Gray's Ferry,	159,884	71	71	50,000	210,079
Pittsburgh, Allegheny and Manchester,	105,416	80	80	85	105,451
Pittsburgh and Birmingham,	78,019	75	75	78,169	78,169
Pittsburgh, Oakland and East Liberty,	2,386	85	85	1,055	3,457
Pittston,	89,985	47	47	80	90,112
Pittsburgh and West End,	15,096	77	77	1,151	16,324
Perkiomen Avenue,	17,129	96	96	515	18,073
Reading City,	274,275	64	64	477	274,755
Ridge Avenue, Philadelphia,	510,552	95	95	1,850	519,808
Second and Third Streets,	21,265	28	28	16,000	16,000
Seventeenth and Nineteenth Streets,	1,710	68	68	891	21,960
South-Side,	21,265	28	28	891	21,960
Stroudsburg, (Jacob Honser, lessee,)	1,710	68	68	4,060	5,790

Thirteenth and Fifteenth Street,	287,592	00	828	18	4,017	93	1,679	69	291,147	82
Union, Philadelphia,	1,215,138	72	. . . . .	. . . . .	14,885	18	. . . . .	. . . . .	1,229,523	85
West Philadelphia,	492,055	96	297	50	5,825	00	6,997	06	503,175	52
Wilkes-Barre and Kingston,	21,594	84	. . . . .	. . . . .	. . . . .	. . . . .	548	76	22,148	10
Williamsport,	16,777	80	. . . . .	. . . . .	. . . . . 25	00	16	74	16,819	54
Total,	\$6,258,040	65	\$6,805	68	\$68,478	80	\$528,899	59	\$6,857,819	22

TABLE E.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Citizens', Philadelphia, . . . . .	.	4	.	.	.	1	.	1
Citizens', Pittsburgh, . . . . .	.	1	.	1	.	.	.	4
Frankford and Southwark, . . . . .	.	1	.	.	4	.	4	4
Hestonville, Mantua and Fairmount, . . . . .	.	1	.	.	.	.	.	4
Lombard and South Streets, . . . . .	.	1	.	.	.	.	.	3
People's, Philadelphia,	2	.	.	.	1	.	1	1
Philadelphia City, . . . . .	.	3	.	1	.	1	1	4
Philadelphia and Gray's Ferry,	1	.	.	.	.	.	1	1
Pittsburgh, Allegheny and Manchester, . . . . .	.	.	.	.	1	.	1	2
Pittsburgh and Birmingham, . . . . .	.	1	1	.	.	.	1	1
Pittsburgh, Oakland and East Liberty, . . . . .	.	.	.	.	.	2	.	3
Pittsburgh and West End,	1	.	.	.	.	.	1	.
Perkiomen Avenue, . . . . .	.	.	.	.	1	.	1	.
Ridge Avenue, Philadelphia, . . . . .	.	.	.	.	2	.	2	.
Second and Third Streets, . . . . .	.	.	.	.	1	.	1	.
Thirteenth and Fifteenth Streets,	1	2	.	.	.	.	1	2
Wilkes-Barre and Kingston, . . . . .	.	.	.	.	.	.	1	.
Total,	5	18	3	1	12	14	19	28

COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock paid in.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Allentown,	\$45,260 00	\$45,260 00	\$45,260 00	\$45,260 00	\$45,260 00
Bradford and Kendall,	27,850 00	27,750 00	27,750 00	27,750 00	27,750 00
Central, Pittsburgh,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Central, Reading,	192,750 00	192,500 00	192,500 00	192,500 00	192,500 00
Citizens', Philadelphia,	184,000 00	184,000 00	184,000 00	184,000 00	184,000 00
Citizens', Pittsburgh,	62,675 00	62,675 00	62,675 00	62,675 00	62,675 00
Coalville,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Continental,	29,562 50	29,562 50	29,562 50	29,562 50	29,562 50
Easton and South Easton,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Erie City,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Federal Street and Pleasant Valley,	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Frankford and Southwark,	572,860 00	572,860 00	572,860 00	572,860 00	572,860 00
German town,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Green and Coates Streets, Philadelphia,	41,150 00	41,150 00	41,150 00	41,150 00	41,150 00
Harrisburg City,	299,881 36	299,881 36	299,881 36	299,881 36	299,881 36
Hestonville, Mantua and Fairmount,	195,000 00	195,000 00	195,000 00	195,000 00	195,000 00
Lombard and South Street,	58,475 00	58,475 00	58,475 00	58,475 00	58,475 00
Manavunk and Roxborough Inclined Plane,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
People's Street, Lackawanna county,	98,525 82	93,544 00	123,944 00	124,744 00	460,000 00
People's, Philadelphia,	475,000 00	475,000 00	475,000 00	475,000 00	475,000 00
Philadelphia City,	308,750 00	308,750 00	308,750 00	308,750 00	308,750 00
Philadelphia and Darby,	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Philadelphia and Gray's Ferry,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Pittsburgh, Allegheny and Manchester,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Pittsburgh and Birmingham,	18,812 50	18,862 50	18,862 50	18,862 50	18,862 50
Pittsburgh, Oakland and East Liberty,	41,550 00	41,550 00	41,550 00	41,550 00	41,550 00
Pittston,	420,000 00	420,000 00	420,000 00	420,000 00	420,000 00
Pittsburgh and West End,	8,790 00	8,790 00	8,790 00	8,790 00	8,790 00
Perkiomen Avenue,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Reading City,	671,576 25	771,076 25	771,076 25	771,076 25	771,076 25
Ridge Avenue, Philadelphia,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Riverside,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Schuylkill River,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Second and Third Streets,	671,576 25	771,076 25	771,076 25	771,076 25	771,076 25
Seventeenth and Nineteenth Streets,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00

TABLE B.

NAME OF COMPANY.	COST OF ROAD AND EQUIPMENT.		CHARACTERISTICS OF ROAD.									
	Total cost of road and equipment.	Length of road.	Gauge of road.	Weight of rail per yard.	Number of car-houses, shops, and stables.	Number of depots.	Number of first-class passenger cars.	Number of second-class passenger cars.	Number of other cars.	Number of horses owned by the company.	Value of real estate held, exclusive of roadway.	
Allentown,	\$87,918	13	4.84	19	2	1	2	4	2	20	\$12,000	00
Bradford and Kendal,	16,727	06	4.8	36	2	3	3	.	.	9	800	00
Central, Pittsburgh,	53,210	61	5.2	45	1	2	8	.	2	56	5,500	00
Citizens', Philadelphia,	308,777	34	5.2	45 & 47	8	2	59	6	5	405	155,000	00
Citizens', Pittsburgh,	180,570	34	5.24	43	6	2	41	6	2	250	86,898	43
Coalville,	46,917	01	4.84	20 & 34	3	1	4	.	.	9	27,049	88
Continental,	380,355	99	5.2	43 & 56	.	.	.	.	.	.	.	00
Easton and South Easton,	25,962	50	5.2	45	2	1	4	.	.	18	4,000	00
Empire,	108,000	00	5.2	45	.	.	.	.	.	.	.	00
Erle City,	61,992	91	4.8	30	.	1	9	.	.	36	12,000	00
Federal Street and Pleasant Valley,	140,000	00	5.24	45	1	1	20	2	1	128	35,000	00
Frankford and Southwark,	981,788	10	5.2	47	9	4	93	.	.	596	125,000	00
German town,	950,782	56	5.2	45	13	3	90	.	30	674	380,000	00
Green and Coates Street, Philadelphia,	558,181	43	5.2	47	6	2	37	5	3	239	64,285	19
Harrisburg City,	50,022	24	5.24	47 & 38	1	1	12	.	.	37	12,000	00
Houstonville, Matina and Fairmount,	540,189	56	5.2	48	5	2	79	.	6	502	319,111	74
Lombard and South Street,	308,637	51	5.2	48	4	2	20	35	4	183	37,601	78
People's Street, Lackawanna county,	168,582	53	4.54	25	1	1	14	.	.	45	19,300	00
People's, Philadelphia,	920,905	15	5.2	45	18	5	150	45	5	1,029	459,000	00
Philadelphia City,	575,227	88	5.24	78 & 47	6	4	182	.	.	773	302,650	00
Philadelphia and Darby, . . . . .	.	.	5.24	42	3	1	.	.	.	.	.	00
Philadelphia and Gray's Ferry,	266,606	98	5.2	44	4	1	29	6	.	200	43,000	00
Pittsburgh, Allegheny and Manchester,	305,248	96	5.2	40 & 45	6	3	40	.	2	270	122,992	35

Pittsburgh and Birmingham,	140,168	06	5.40	5.2	45	3	1	4	16	2	169	52,381	67
Pittsburgh, Oakland and East Liberty,	108,042	18	6	5.2	23 & 45	4	2	33	140	3	140	30,350	67
Pittston,	26,765	76	1.75	5.2	42 1/2 & 25	1	1	5	4	2	66	3,623	54
Pittsburgh and West End,	44,067	76	1.75	5.2	31	1	1	9	4	2	66	5,000	60
Parkinson Avenue,	90,260	28	2.20	5.2 1/2	45	2	1	8	4	2	66	5,000	60
Reading City,	47,238	14	2.50	5.2	45	2	1	11	4	2	66	5,000	60
Ridge Avenue, Philadelphia,	561,367	25	15	5.1	45	1	1	53	4	2	66	5,000	60
Schuylkill River,	47,463	54	3.11	5.2	41	7	2	101	10	11	660	100,000	60
Second and Third Streets,	920,788	72	37	5.2 1/2	48 & 55	3	1	6	10	1	78	10,000	60
Seventeenth and Nineteenth Streets,	229,246	60	7.50	5.2	48 & 55	3	1	1	10	1	78	10,000	60
South Side,	81,851	18	2.50	5.2 1/2	27 & 33	1	1	1	1	15	408	3,000	60
Stroudsburg,	24,127	84	1.87	4.6 1/2	28	6	2	33	21	20	1,786	97,800	60
Thirteenth and Fifteenth Streets,	835,848	75	12	5.2	44	10	7	207	73	3	1,786	600,850	60
Union, Philadelphia,	1,641,502	00	74	5.2	48 & 50	11	1	53	70	3	677	237,947	35
West Philadelphia,	1,053,264	28	16.50	5.3	44	1	1	4	2	3	16	10,000	60
Wilkes-Barre and Kingston,	94,833	37	4.50	5.2	45 & 50	1	1	4	2	3	21	10,000	60
Williamsport,	39,439	30	2.14	4.6 1/2	18	1	1	2	6	3	21	10,000	60
Total,	\$12,549,845	69	427.72	5.2	153	63	1,378	526	127	9,369	83,447,842	70	

RAILROAD REPORT.

F—RAILROAD REPORT.

TABLE C.—TRANSPORTATION OF PASSENGERS AND EXPENSES.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	Of maintaining the road or real estate of cor- poration.		Of operating the road.		Totals.
Allentown,	167,973	\$1,139	38	\$8,840	27	\$9,979 65
Bradford and Kendall,	320,148			7,575	81	7,575 81
Central, Pittsburgh,	577,406	2,601	70	22,754	15	25,355 85
Citizens', Philadelphia,	5,788,943	18,127	62	206,297	56	224,425 18
Citizens', Pittsburgh,	4,063,640	13,918	54	107,247	40	121,165 94
Coalville,	103,288	945	51	4,527	32	5,472 83
Easton and South Easton,	163,587	251	25	7,146	12	7,397 87
Empire,	2,681,473					
Erie City,	306,931	444	70	10,932	47	11,377 17
Federal Street and Pleasant Valley,	1,388,756	3,045	81	45,685	63	48,731 44
Frankford and Southwark,	8,553,987	11,309	77	298,600	44	309,910 21
German town,	10,167,849	19,779	37	243,379	45	263,158 82
Green and Coates Street, Philadelphia,	2,348,744	3,417	33	73,885	85	76,303 18
Harrisburg City,	316,201	6,587	76	16,619	74	23,207 50
Hestonville, Mantua and Fairmount,	4,609,954	13,970	89	209,055	49	223,028 38
Lombard and South Street,	1,532,669	7,159	75	73,271	90	80,431 65
People's Street, Lackawanna county,	387,830	3,548	91	19,313	27	22,862 18
People's, Philadelphia,	6,422,851	3,480	38	240,451	79	243,932 17
Perkiomen Avenue,	278,037	638	23	11,568	82	12,207 05
Philadelphia City,	10,015,323	18,445	72	373,937	47	392,383 19
Philadelphia and Gray's Ferry,	2,474,798	7,964	90	88,681	18	96,646 08
Pittsburgh, Allegheny and Manchester,	2,974,168	9,928	44	102,367	90	112,296 34
Pittsburgh and Birmingham,	2,125,385	22,148	81	63,679	90	85,828 71
Pittsburgh, Oakland and East Liberty,	1,216,991	6,597	84	65,199	16	71,797 00
Pittsburgh and West End,	755,323	1,833	58	82,923	34	84,756 92
Pittston,	49,842	225	24	1,978	99	2,199 28
Reading City,	298,891	2,598	54	12,870	21	14,968 75

Ridge Avenue, Philadelphia,	5,298,495	29,860	51	165,021	94	184,882	45
Second and Third Streets,	9,166,892	80,923	51	819,039	87	849,986	28
South Side,	425,100	7,118	96	23,971	74	80,090	70
Stroudsburg,	26,172	117	80	2,605	88	2,728	63
Thirteenth and Fifteenth Street,	5,198,638	14,285	76	179,849	87	194,135	13
Union, Philadelphia,	20,980,569	48,031	37	792,461	78	835,493	15
West Philadelphia,	9,164,615	21,586	08	870,657	68	892,223	71
Wilkes-Barre and Kingston,	275,150	1,255	00	13,535	50	14,790	50
Williamsport,	482,837	819	36	10,649	19	11,468	55
Total,	121,028,456	\$328,591	27	\$4,214,579	53	\$4,543,170	80

TABLE D.—RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other sources.	Total.
Allentown,	\$11,090	18			08
Bradford and Kendall,	16,247	29			29
Central, Pittsburgh,	24,366	85			85
Citizens', Philadelphia,	294,348	05			54
Citizens', Pittsburgh,	210,478	41			41
Coalville,	7,835	54			99
Continental,					00
Easton and South Easton,	7,963	40			78
Erie City,	14,625	10			10
Federal Street and Pleasant Valley,	69,437	80			49
Frankford and Southwark,	475,221	61			66
Germanatown,	408,741	96			68
Green and Coates Street, Philadelphia,	128,566	49			90
Harriaburg City,	20,587	45			20
Hesconville, Mantua and Fairmount,	246,005	90			24
Lombard and South Street,	77,850	08			64
People's Street, Lackawanna county,	27,148	38			25
People's, Philadelphia,	278,075	04			10
Philadelphia City,	553,225	20			81
Philadelphia and Gray's Ferry,	134,022	87			98
Pittsburgh, Allegheny and Manchester,	159,884	71			71
Pittsburgh and Birmingham,	105,416	80			80
Pittsburgh, Oakland and East Liberty,	78,019	75			75
Pittston,	2,886	85			14
Pittsburgh and West End,	89,935	47			35
Perkiomen Avenue,	15,096	77			88
Reading City,	17,129	98			48
Ridge Avenue, Philadelphia,	274,275	64			84
Second and Third Streets,	510,552	95			78
Seventeenth and Nineteenth Streets,					00
South-Side,	21,265	28			50
Stroudsburg, (Jacob Houser, lessee,)	1,710	68			70

Thirteenth and Fifteenth Street,	287,592	00	828	18	4,017	93	1,679	69	294,147	82
Union, Philadelphia,	1,216,128	72	.	.	14,885	13	.	.	1,239,623	85
West Philadelphia,	492,055	96	297	50	5,825	00	6,997	06	505,175	52
Wilkes-Barre and Kingston,	21,594	84	.	.	.	.	548	76	22,143	10
Williamsport,	16,777	80	.	.	25	00	16	74	16,819	54
Total,	2,034,146	65	26,805	68	268,478	30	8528,399	59	26,867,319	22

TABLE E.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHER.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Citizens', Philadelphia,						1		1
Citizens', Pittsburgh,								4
Frankford and Southwark,		1		1	1	3	1	4
Hestonville, Mantua and Fairmount,		1			4	3	4	4
London and South Streets,		1				2		3
People's, Philadelphia,	2				1	1	3	1
Philadelphia City,		3				1	1	4
Philadelphia and Gray's Ferry,	1		1				1	
Pittsburgh, Allegheny and Manchester,					1	2	1	3
Pittsburgh and Birmingham,		1	1				1	1
Pittsburgh, Oakland and East Liberty,						2		2
Pittsburgh and West End,	1							
Perkiomen Avenue,					1		1	
Ridge Avenue, Philadelphia,					2		2	
Second and Third Streets,							3	
Thirteenth and Fifteenth Streets,	1	2			1		1	2
Wilkes-Barre and Kingston,						1	1	
Total,	5	13	2	1	12	14	19	23

COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock paid in.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Allentown,	\$45,260 00	\$45,260 00	\$45,260 00	\$45,260 00	\$45,260 00
Bradford and Kendall,	27,650 00	27,750 00	27,750 00	27,750 00	27,750 00
Central, Pittsburgh,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Central, Reading,	192,750 00	192,500 00	192,500 00	192,500 00	192,500 00
Citizens', Philadelphia,	184,000 00	184,000 00	184,000 00	184,000 00	184,000 00
Citizens', Pittsburgh,	62,675 00	62,675 00	62,675 00	62,675 00	62,675 00
Coalville,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Continental,	28,562 50	28,562 50	28,562 50	28,562 50	28,562 50
Easton and South Easton,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Erie City,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Federal Street and Pleasant Valley,	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Frankford and Southwark,	572,860 00	572,860 00	572,860 00	572,860 00	572,860 00
German town,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Green and Coates Streets, Philadelphia,	41,150 00	41,150 00	41,150 00	41,150 00	41,150 00
Harrisburg City,	299,381 36	299,381 36	299,381 36	299,381 36	299,381 36
Hestonville, Mantua and Fairmount,	195,000 00	195,000 00	195,000 00	195,000 00	195,000 00
Lombard and South Street,	58,475 00	58,475 00	58,475 00	58,475 00	58,475 00
Manayunk and Roxborough Inclined Plane,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
People's Street, Lackawanna county,	93,525 82	93,544 00	123,944 00	124,744 00	460,000 00
People's, Philadelphia,	475,000 00	475,000 00	475,000 00	475,000 00	475,000 00
Philadelphia City,	308,750 00	308,750 00	308,750 00	308,750 00	308,750 00
Philadelphia and Darby,	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Philadelphia and Gray's Ferry,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Pittsburgh, Allegheny and Manchester,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Pittsburgh and Birmingham,	18,313 50	18,362 50	18,362 50	18,362 50	18,362 50
Pittsburgh, Oakland and East Liberty,	41,550 00	41,550 00	41,550 00	41,550 00	41,550 00
Pittston,	420,000 00	420,000 00	420,000 00	420,000 00	420,000 00
Pittsburgh and West End,	3,790 00	50,000 00	50,000 00	50,000 00	50,000 00
Perkylomen Avenue,	671,576 25	771,076 25	771,076 25	771,076 25	771,076 25
Reading City,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Ridge Avenue, Philadelphia,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Riverside,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Schuylkill River,	671,576 25	771,076 25	771,076 25	771,076 25	771,076 25
Second and Third Streets,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Seventeenth and Nineteenth Streets,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00

COMPARATIVE STATEMENT FOR FIVE YEARS—Capital Stock paid in—Continued.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
South-Side,	\$41,050 00	\$41,050 00	\$41,050 00	\$38,400 00	\$38,400 00
Stroudsburg,	25,600 00	25,600 00	25,600 00	25,600 00	25,600 00
Thirteenth and Fifteenth Street,	834,529 44	834,529 44	834,529 44	834,529 44	834,529 44
Union, Philadelphia,	425,000 00	425,000 00	425,000 00	425,000 00	425,000 00
West Philadelphia,	400,000 00	400,000 00	400,000 00	750,000 00	750,000 00
Wilkes-Barre and Kingston,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Williamsport,	40,600 00	40,600 00	40,600 00	40,600 00	40,600 00
Total,	\$7,205,273 87	\$7,633,926 05	\$7,773,476 06	\$8,098,911 19	\$8,433,579 69

COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Funded and Floating Debt.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1891.
Allentown,	\$12,000 00	\$12,000 00	\$12,000 00	\$12,000 00	\$12,000 00
Central, Pittsburgh,	12,000 00	15,000 00	15,000 00	20,070 61	20,070 61
Central, Reading,	22,143 88	36,428 31	36,074 76	55,764 84	54,245 13
Citizens', Pittsburgh,	43,342 66	45,165 00	9,748 16	19,242 94	27,881 81
Coalville,	20,285 11	21,754 73	21,528 85	350,000 00	350,000 00
Continental,	100,000 00	100,000 00	380,000 00	8,000 00	6,800 00
Easton and South Easton,	241,199 70	7,500 00	7,500 00	200,000 00	200,000 00
Empire,	241,199 70	284,406 33	200,000 00	11,500 00	11,500 00
Erle City,	75,463 98	77,000 00	75,000 00	75,000 00	93,000 00
Federal Street and Pleasant Valley,	142,000 00	102,000 00	102,000 00	102,000 00	102,000 00
Frankford and Southwark,	240,456 65	229,000 00	227,500 00	227,500 00	227,500 00
Germanatown,	105,000 00	121,818 68	121,916 68	121,916 68	121,916 68
Green and Coates Street, Philadelphia,	1,783 45	1,313 75	1,313 75	7,019 05	12,371 27
Harrisburg City,	559,842 47	535,401 80	528,704 00	515,704 00	531,184 60
Hestonville, Mantua and Fairmount,	62,500 00	62,500 00	62,500 00	62,500 00	145,413 88
Lombard and South Streets,	2,225 00	3,000 00	3,000 00	20,000 00	21,782 87
Manayunk and Roxborough Inclined Plane,	18,000 00	20,000 00	20,000 00	106,815 48	637,934 00
People's Street, Lackawanna county,	117,866 49	129,210 00	103,500 00	300,000 00	300,000 00
People's, Philadelphia,	300,000 00	300,000 00	300,000 00	100,000 00	100,000 00
Philadelphia City,	100,000 00	100,000 00	100,000 00	18,500 00	18,500 00
Philadelphia and Darby,	34,000 00	34,000 00	105,000 00	105,000 00	105,000 00
Philadelphia and Gray's Ferry,	105,000 00	105,000 00	40,000 00	40,000 00	40,000 00
Pittsburgh, Allegheny and Manchester,	40,000 00	40,000 00	83,741 71	85,872 53	97,523 03
Pittsburgh and Birmingham,	87,054 98	83,662 89	6,757 50	6,920 83	8,571 50
Pittsburgh, Oakland and East Liberty,	5,900 00	5,960 60	6,757 50	21,533 57	17,500 00
Pittston,	5,900 00	5,960 60	6,757 50	21,533 57	2,000 00
Pittsburgh and West End,	413 39	157 07	200 00	500 00	500 00
Perkionen Avenue,	78,400 00	58,400 00	58,400 00	100,000 00	134,500 00
Reading City,	98,500 00	9,800 00	9,800 00	26,553 81	81,587 97
Ridge Avenue, Philadelphia,	118,800 00	111,180 00	25,265 75	100,000 00	100,000 00
Second and Third Streets,	18,672 86	23,507 14	25,265 75	26,553 81	81,587 97
Seventeenth and Nineteenth Streets,	182 28	100,000 00	100,000 00	100,000 00	100,000 00
South-Side,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Stroudsburg,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Thirteenth and Fifteenth Streets,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00

COMPARATIVE STATEMENT FOR FIVE YEARS—Amount of Funded and Floating Debt—Continued.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Union. Philadelpha,	\$565,000 00	\$555,000 00	\$500,000 00	\$500,000 00	\$500,000 00
West Philadeiphia,	285,132 00	248,000 00	248,000 00	248,000 00	248,000 00
Williamspurt,	989 94	182 50	. . . . .	. . . . .	. . . . .
Total,	\$8,697,635 68	\$8,561,479 89	\$8,506,692 93	\$8,544,883 28	\$4,276,682 90

COMPARATIVE STATEMENT FOR FIVE YEARS—Interest on Funded Debt and Cash or Stock Dividends Declared.

NAME OF COMPANY.	INTEREST ON FUNDED DEBT.					DIVIDEND DECLARED.				
	1877.	1878.	1879.	1880.	1881.	1877.	1878.	1879.	1880.	1881.
Allentown,	7	7	7	7	6	3	.	.	.	61
Bradford and Kendall,	.	.	.	.	.	.	.	.	.	.
Central, Pittsburgh,	6	.	.	.	6	.	.	.	.	.
Central, Reading,	7	7	7	7	.	\$12 50	\$10 00	\$11 50	\$11 50 per share.	.
Citizens', Philadelphia,	.	.	.	.	.	\$9 50	10	14	\$18 00 per share.	.
Citizens', Pittsburgh,	.	7	.	5	5	.	.	.	.	.
Coalville,	8	8	8	6	6	.	.	.	.	.
Continental,	7	7	7	6	6	.	.	.	.	.
Empire,	7	7	7	7	7	.	.	.	.	.
Federal Street and Pleasant Valley,	7 1/2	7 1/2 & 6	7 1/2 & 6	.	6	9	17	10	.	11
Frankford and Southwark,	7 1/2	7 1/2	7 1/2	7 & 5	7	16	20	4 1/2	8	4 1/2
Germanatown,	7	7	7	7 & 5	7 & 5	\$5 00	\$6 00	12	7	8
Green and Coates Street, Philadelphia,	7	6	6	6	6	6	6	6	6	6
Harrisburg City,	6 & 7	.	6 & 7	6 & 7	.	.	.	.	.	.
Hessonsville, Mantua and Fairmount,	.	.	6 & 7	6 & 7	6	.	.	.	.	.
Lombard and South Street,	7	7	7	7	7	.	.	60 c. per share.	.	.
People's Street, Lackawanna county,	.	7	7	7	7	.	.	.	.	.
People's, Philadelphia,	.	7	7	7	7 & 5	.	.	50 c. per share.	.	3
Philadelphia City,	6 & 7	6 & 7	6 & 7	6 & 7	5 & 7	6	18	.	.	.
Philadelphia and Darby,	7	7	7	7	7	.	.	.	.	.
Philadelphia and Gray's Ferry,	7	7	7	7	7	\$2 00	\$2 75	\$3 00	\$2 75 per share.	.
Philadelphia and Allegheny and Manchester,	8	8	8	8	8	6	8	10	\$6 00	11
Pittsburgh and Birmingham,	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2	.	.	.	.	.
Pittsburgh, Oakland and East Liberty,	7	7	7	7	7	.	.	.	.	.
Pittston,	.	.	.	.	.	.	.	.	\$10 00	.
Pittsburgh and West End,	.	.	.	6	.	.	.	.	.	.
Perkiomen Avenue,	.	.	.	.	.	.	.	.	.	.
Reading City,	.	.	.	.	.	.	.	2	5	2 1/2
Ridge Avenue, Philadelphia,	6 & 7	6 & 7	6 & 7	.	.	10	14	.	\$6 00	9
Schuylkill River,	.	6 & 7	6 & 7	.	.	50 c.	50 c.	.	.	.

COMPARATIVE STATEMENT FOR FIVE YEARS - Interest on Funded Debt and Cash in Stock Dividends Declared—Continued.

NAME OF COMPANY.	INTEREST ON FUNDED DEBT.					DIVIDEND DECLARED.				
	1877.	1878.	1879.	1880.	1881.	1877.	1878.	1880.	Total.	1881.
Second and Third Streets,	7	7	6 & 7	7	7 & 6	104	10	10	13	12
Seventeenth and Nineteenth Streets,	6 & 7	6 & 7	6 & 7	7	7 & 6	\$3 00	8	.	.	.
South-Side,	7 & 8	7 & 8	7	.	7	.	.	.	.	.
Stroudsburg, . . . . .	.	.	7	7	7	8	7	7	.	6½
Thirteenth and Fifteenth Streets,	7	7	7	7	7	15	\$2 50	.	.	4
Union, Philadelphia,	6 & 7	6 & 7	6 & 7	6 & 7	6 & 5	23	24	.	.	.
West Philadelphia,	6 & 7	7	6	6	6	30	.	.	.	.
Wilkes-Barre and Kingston, . . . . .	.	.	.	.	.	3	3	2½	8	5

COMPARATIVE STATEMENT FOR FIVE YEARS.—Cost of Road and Equipment.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Allentown,	\$30,394	\$30,394	\$30,394	\$30,419	\$37,918
Bradford and Kendall, . . . . .	..	..	..	..	16,727
Central, Pittsburgh,	50	..	49,204	..	53,210
Central, Reading,	57	41	78,037	..	..
Citizens', Philadelphia,	74	74	299,044	..	..
Citizens', Pittsburgh,	18	82	160,675	..	..
Coalville,	64	15	47,403	..	..
Continental,	23	07	376,848	..	..
Easton and South Easton,	50	50	25,962	..	..
Empire,	00	00	106,000	..	..
Erle City,	23	00	53,428	..	..
Federal Street and Pleasant Valley,	93	23	140,000	..	..
Frankford and Southwark,	45	45	963,887	..	..
German town,	00	83	940,977	..	..
Green nd Coates Streets, Philadelphia,	56	62	247,128	..	..
Harr sburg City,	41	66	31,869	..	..
Hestonville, Mantua and Fairmount,	66	66	539,776	..	..
Lombard and South Street,	83	83	271,714	..	..
Manayunk and Roxborough Inclined Plane,	56	56	59,276	..	..
People's Street, Lackawanna County,	77	39	162,101	..	..
People's, Philadelphia,	84	84	208,896	..	..
Philadelphia City,	83	83	842,656	..	..
Philadelphia and Gray's Ferry,	74	66	243,916	..	..
Pittsburgh, Allegheny and Manchester,	49	49	231,260	..	..
Pittsburgh and Birmingham,	00	93	181,565	..	..
Pittsburgh, Oakland and East Liberty,	76	96	179,471	..	..
Pittston,	99	00	26,763	..	..
Pittsburgh and West End, . . . . .	..	..	..	..	..
Perkiomen Avenue, . . . . .	..	..	..	..	..
Reading City,	94	14	47,228	..	..
Ridge Avenue, Philadelphia,	67	72	559,705	..	..
Riverdale,	20	..	..	..	..
Schuylkill River,	54	54	47,493	..	..

COMPARATIVE STATEMENT FOR FIVE YEARS.—Cost of Road and Equipment - Continued.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Second and Third Streets,	\$840,372	\$949,737	\$859,555	\$915,210	\$920,788
Seventeenth and Nineteenth Streets,	218,811	228,421	229,246	229,246	229,246
South-Side,	81,851	81,861	81,851	81,851	81,851
Stroudsburg,	24,124	24,124	24,124	24,124	24,127
Thirteenth and Fifteenth Streets,	822,060	824,544	835,848	835,848	835,848
Union, Philadelphia,	1,013,009	1,018,009	880,866	1,503,841	1,641,562
West Philadelphia,	839,047	839,833	841,945	898,928	1,052,264
Wilkes-Barre and Kingston,	94,833	94,833	94,833	94,833	94,833
Williamsport,	42,833	41,808	. . . . .	38,439	38,439
Total,	\$10,654,796	\$10,494,196	\$10,307,320	\$11,508,466	\$12,549,845
	19	79	77	71	69

COMPARATIVE STATEMENT FOR FIVE YEARS.—Number of Passengers (all classes) carried in cars.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Allentown,	100,718	91,500	102,378	149,039	167,978
Bradford and Kendall,	482,826	440,914	440,914	577,106	820,148
Central, Pittsburgh,	178,045	159,508	175,225	5,615,494	5,788,943
Central, Reading,	5,792,363	4,974,363	5,126,559	8,228,718	4,063,640
Citizens', Philadelphia,	8,783,467	8,724,881	2,786,474	83,617	108,288
Citizens', Pittsburgh,	51,472	49,453	75,928	140,679	168,587
Coalville,	2,699,487	2,899,952	5,202,058	2,442,448	2,681,478
Continental,	110,525	104,108	107,244	265,177	306,931
Easton and South Easton,	2,817,728	2,846,262	2,860,505	1,261,943	1,888,756
Empire,	184,823	213,178	248,035	8,108,291	8,553,987
Erie City,	1,205,530	1,013,965	1,092,584	12,088,899	10,167,849
Federal Street and Pleasant Valley,	7,819,963	7,752,504	7,760,698	3,405,350	2,348,744
Frankford and Southwark,	10,814,484	9,914,902	11,071,082	241,324	816,201
German town,	2,832,701	2,827,958	3,089,366	4,828,214	4,609,954
Green and Coates Streets, Philadelphia,	221,098	212,107	255,932	1,416,194	1,532,669
Harrisburg City,	4,778,166	1,459,329	4,686,416	837,272	387,830
Hestonville, Mantua and Fairmount,	1,643,867	4,500,096	1,887,817	1,820,819	6,422,851
Lambard and South Streets,	184,080	235,163	258,233	9,440,591	10,015,328
Manayunk and Roxborough Inclined Plane,	280,706	1,117,634	1,224,553	2,411,668	2,474,798
People's Street, Lackawanna county,	1,108,522	8,062,114	8,463,018	2,857,172	2,974,168
People's, Philadelphia,	7,933,987	2,183,172	2,276,952	1,884,859	2,125,386
Philadelphia City,	2,240,091	2,572,906	2,557,247	1,183,181	1,216,991
Philadelphia and Gray's Ferry,	2,607,713	1,401,029	1,494,062	43,735	49,242
Pittsburgh, Allegheny and Manchester,	1,374,803	1,006,849	991,027	998,195	753,828
Pittsburgh and Birmingham,	1,033,840	61,534	81,482	189,092	278,037
Pittsburgh, Oakland and East Liberty,	174,702	175,120	180,894	250,498	294,891
Pittston,	4,255,654	4,816,258	4,404,020	5,004,575	5,298,495
Pittsburgh and West End,	8,844,277	8,490,460	8,639,358	9,006,046	9,156,392
Perklemen Avenue,	2,878,261	2,260,233	1,185,592	1,185,592	1,185,592
Reading City,	174,702	175,120	180,894	250,498	294,891
Ridge Avenue, Philadelphia,	4,255,654	4,816,258	4,404,020	5,004,575	5,298,495
Second and Third Streets,	8,844,277	8,490,460	8,639,358	9,006,046	9,156,392
Seventeenth and Nineteenth Streets,	2,878,261	2,260,233	1,185,592	1,185,592	1,185,592

COMPARATIVE STATEMENT FOR FIVE YEARS.—Number of Passengers (all classes) carried in cars.—Continued.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
South-Side,	467,446	455,300	468,067	522,459	426,100
Stroudsburg, (J. Houser, lessee,)	21,999	11,015	. . .	23,041	26,172
Thirteenth and Fifteenth Streets,	3,892,058	4,468,911	4,837,494	5,140,046	5,198,638
Union, Philadelphia,	10,117,603	10,889,200	10,835,419	20,053,840	20,980,569
West Philadelphia,	9,934,816	10,207,428	8,274,548	8,768,080	9,164,615
Wilkes-Barre and Kingston,	188,033	178,720	184,010	202,810	275,150
Williamsport,	176,180	179,667	102,919	338,475	482,887
Total,	102,653,827	99,028,598	102,832,475	113,190,754	121,028,456

COMPARATIVE STATEMENT FOR FIVE YEARS - Expenses.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Allentown,	\$6,928	\$5,461	\$5,884	\$6,476	\$6,979
Bradford and Kendall,	21,531	19,955	19,955	19,955	7,575
Central, Pittsburg,	8,737	6,121	6,342	6,342	25,355
Central, Reading,	185,140	177,454	174,107	196,372	224,425
Citizens', Philadelphia,	180,831	98,827	88,815	93,534	121,165
Citizens', Pittsburg,	5,421	3,951	3,624	4,875	5,472
Coalville,	128,885	106,505	156,055	156,055	7,397
Continental,	6,998	6,620	5,446	5,760	11,377
Easton and South Easton,	8,691	8,569	11,580	9,942	48,781
Erie City,	41,401	84,685	34,986	45,157	309,910
Federal Street and Pleasant Valley,	301,646	289,951	288,583	279,527	283,158
Frankford and Southwark,	285,127	257,333	288,978	284,167	76,808
German town,	190,674	97,290	94,318	101,408	23,207
Green and Coates Street, Philadelphia,	10,710	10,598	11,565	12,677	223,026
Harrisburg City,	284,040	208,790	188,504	197,318	90,431
Hestonville, Mantua, and Fairmount,	75,287	69,178	59,849	62,968	22,863
Lombard and South Street,	12,150	10,718	10,350	21,584	243,332
Manayunk and Roxborough Inclined Plane,	19,028	16,432	16,150	59,075	392,353
People's Street, Lackawanna county,	53,548	50,494	50,386	84,149	96,646
People's, Philadelphia,	328,092	298,242	315,086	323,948	112,293
Philadelphia City,	57,723	77,314	80,414	89,923	85,828
Philadelphia and Gray's Ferry,	87,098	91,985	65,651	60,019	71,797
Pittsburgh, Allegheny and Manchester,	60,555	58,847	53,747	58,016	2,199
Pittsburgh and Birmingham,	62,348	58,482	58,983	1,742	84,756
Pittsburgh, Oakland and East Liberty,	7,847	9,540	12,110	13,481	12,207
Pittston,	155,178	151,654	151,939	146,519	14,988
Pittsburgh and West End,	345,422	302,665	290,883	305,182	184,363
Perkiomen Avenue,	149,671	142,040	71,730	905,182	349,308
Reading City,	24,972	22,356	24,422	26,361	80,090
Ridge Avenue, Philadelphia,	2,680	971	170,878	2,686	2,723
Second and Third Streets,	150,000	167,697	170,878	184,890	194,135
Seventeenth and Nineteenth Streets,					
South-Side,					
Stroudsburg, (J. Houser, lessee,)					
Thirteenth and Fifteenth Street,					

COMPARATIVE STATEMENT FOR FIVE YEARS—Expenses—Continued.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Union, Philadelphia,	\$452,550	\$407,085	\$95,503	\$758,875	\$835,493
West Philadelphia,	448,853	412,922	346,741	333,969	392,223
Wilkes-Barre and Kingston,	10,613	10,135	11,002	12,604	14,790
Williamsport,	10,462	8,998	5,545	11,491	11,468
Total,	\$4,100,299	\$3,689,729	\$3,281,551	\$3,741,045	\$4,543,170
	77	55	08	82	80

COMPARATIVE STATEMENT FOR FIVE YEARS - Receipts.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Allentown,	\$8,130	\$7,478	\$7,308	\$8,497	\$12,175
Bradford and Kendall,					16,247
Central, Pittsburgh,	19,250		35,232		24,366
Central, Reading,	8,579	7,893	7,847		
Citizens', Philadelphia,	425,190	307,884	312,851	330,885	362,555
Citizens', Pittsburgh,	148,431	147,432	147,884	225,128	210,110
Coalville,	5,862	4,089	5,491	6,871	7,952
Continental,	154,678	162,605	264,388	50,000	120,000
Easton and South Easton,	8,748	12,153	7,430	8,082	8,111
Erie City,	9,518	10,393	11,814	13,411	15,028
Federal Street and Pleasant Valley,	62,881	51,299	55,530	64,764	70,578
Frankford and Southwark,	452,568	442,286	436,168	458,889	481,493
Germanatown,	471,168	406,407	451,890	497,089	443,150
Green and Coates Streets, Philadelphia,	160,261	157,554	169,508	186,706	129,889
Harrisburg City,	12,836	18,508	14,986	31,341	84,163
Hestonville, Mantua and Fairmount,	372,982	279,711	350,061	261,808	272,437
Lombard and South Street,	88,309	75,882	78,288	74,940	78,171
Manayunk and Roxborough Inclined Plane,	14,633	12,853	11,949	25,805	29,875
People's Street, Lackawanna county,	20,324	18,306	19,410	65,171	460,084
People's, Philadelphia,	72,864	70,178	101,891	525,478	568,477
Philadelphia City,	449,821	449,716	471,849	193,165	183,117
Philadelphia and Gray's Ferry,	197,061	119,841	125,094	154,490	210,079
Pittsburgh, Allegheny and Manchester,	143,838	138,826	138,625	94,755	105,451
Pittsburgh and Birmingham,	68,168	69,894	74,284	74,448	78,169
Pittsburgh, Oakland and East Liberty,	79,054	68,170	66,038	2,160	8,167
Pittston,		802	1,515	53,840	40,152
Pittsburgh and West End,				10,069	16,838
Perkiomen Avenue,				17,720	18,073
Reading City,	10,768	9,854	11,804	281,557	274,731
Ridge Avenue, Philadelphia,	287,840	239,242	241,051	511,074	519,303
Second and Third Streets,	504,975	482,904	482,210	15,000	15,000
Seventeenth and Nineteenth Streets,	199,974	178,877	63,470	26,558	21,111
South-Side,	24,693	28,218	23,406	5,765	6,711
Stroudsburg, (J. Houser, lessee,)	4,674	2,819		268,706	294,147
Thirteenth and Fifteenth Streets,	213,147	247,742	296,821		

COMPARATIVE STATEMENT FOR FIVE YEARS—Receipts—Continued.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Union. Philadelphia,	\$333,616	\$389,241	\$385,436	\$1,172,515	\$1,229,523
West Philadelphia,	522,190	521,997	450,552	475,938	505,175
Willkes-Barre and Kingston,	15,300	4,128	14,066	18,897	22,143
Williamsport,	8,806	7,599	5,146	15,375	16,819
Total,	\$5,825,118	\$5,400,238	\$5,594,751	\$6,163,392	\$6,858,319
	82	19	09	23	22
	03	57	48	70	85
	01	75	75	24	52
	71	86	86	80	10
	62	79	13	70	54

COMPARATIVE STATEMENT FOR FIVE YEARS. - Accidents.

NAME OF COMPANY.	1877.		1878.		1879.		1880.		1881.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allentown, . . . . .	.	.	.	.	.	1	.	.	.	.
Central, Reading, . . . . .	.	1	.	1	.	.	.	.	.	.
Citizen's, Philadelphia,	1	1	.	.	1	.	3	.	.	1
Citizens', Pittsburgh,	1	8	.	.	.	5	.	.	.	4
Continental,	2	2	1	1	.	.	.	.	.	.
Easton and South Easton, . . . . .	.	.	1	1	.	.	.	.	.	.
Erie City, . . . . .	.	.	.	.	.	.	1	.	.	.
Federal Street and Pleasant Valley, . . . . .	.	.	.	1	.	.	1	.	1	4
Frankford and Southwark,	1	3	.	4	.	.	2	.	.	.
Harrisburg City,	1	1	.	.	.	.	.	.	.	.
Hestonville, Mantua and Fairmount, . . . . .	.	5	.	.	1	.	1	.	4	4
Lombard and South Street, . . . . .	.	.	1	.	1	.	1	.	.	3
People's Street, Lackawanna county,	1	1	.	.	.	.	.	.	.	.
People's, Philadelphia, . . . . .	.	3	.	.	.	.	.	.	3	1
Philadelphia City,	1	5	1	.	.	.	.	.	1	4
Philadelphia and Gray's Ferry,	1	.	.	.	.	.	1	.	1	.
Pittsburgh, Allegheny and Manchester,	2	.	1	1	.	.	1	.	1	2
Pittsburgh and Birmingham, . . . . .	.	.	.	2	.	.	1	.	1	1
Pittsburgh, Oakland and East Liberty, . . . . .	.	.	.	.	.	.	.	.	.	2
Pittsburgh and West End, . . . . .	.	.	.	.	.	.	2	1	.	.
Perkiomen Avenue, . . . . .	.	.	.	.	.	.	1	.	1	.
Reading City, . . . . .	.	.	.	.	.	1	.	.	.	.
Ridge Avenue, Philadelphia, . . . . .	.	1	.	.	.	.	.	.	.	.
Second and Third Streets,	2	.	.	1	2	.	1	.	2	.
Seventeenth and Nineteenth Streets,	1	.	.	.	.	1	1	.	1	.
Thirteenth and Fifteenth Streets, . . . . .	.	.	1	.	.	.	.	.	.	2
West End, Philadelphia,	3	12	2	1	1	4	.	.	.	.
West Philadelphia, . . . . .	.	.	.	.	.	.	.	.	.	.
Wilkes-Barre and Kingston, . . . . .	.	.	.	.	.	.	.	.	1	.
Williamsport, . . . . .	.	.	.	.	.	1	.	.	.	.
Total,	17	38	8	13	7	22	16	31	19	28



TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as au- thorized by law.	Total amount now paid in of capital stock.	Total amount of funded debt.	Total amount of floating debt.	Total amount of funded and float- ing debt.
Delaware and Hudson,	\$2,400,000	\$20,000,000	\$19,837,000		\$19,837,000
Delaware Division,	00	1,633,350	800,000		800,000
Lehigh Coal and Navigation,		10,328,350	15,679,782	\$700,000	16,379,782
Montongahela Navigation,		1,004,650	84,000		84,000
Pennsylvania,	5,000,000	4,501,200	2,910,000		2,910,000
Schuylkill Navigation, (Philadelphia and Read- ing Railroad Company, lessee,)		4,050,636	8,520,321	145,795	8,666,117
Susquehanna, (Philadelphia and Reading Rail- road Company, lessee,)	2,907,850	2,002,746	2,898,810	249,070	3,147,881
Union,		2,907,850	8,000,000	109,500	8,109,500
Total,	\$10,907,850	\$46,438,782	\$53,759,414	\$1,204,966	\$54,963,781
	00	00	54	68	23

TARLE B.—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.	Length of main line of the canal.	No. of branch or leased canals.	Width at top water line.	Width on bottom.	Depth of water.	Number of basins.	Number of locks.	No. of weigh locks.	No. of bridges.	Number of dams.	Number of miles of slack water.	No. of boats owned by the company.	Value of real estate held by the company, exclusive of canal.
Delaware and Hudson,	\$6,905,550	108	. . .	48	32	6	. . .	132	2	136	40	3	763	.00
Delaware Division,	2,433,850	60	. . .	44	26	6	4	33	. . .	88	9	12	337	\$5,000
Lehigh Coal and Navigation, . . .	4,455,000	48	1	60 to 100	45	6	5	58	1	10	6	85	8	200,000
Monongahela Navigation,	1,120,100	85	4	50 to 60	34 to 40	6	6	8	. . .	. . .	19	11	245	23,095
Pennsylvania, . . . . .	. . . . .	333	. . .	. . .	. . .	6½	60	135	3	467	. . .	. . .	. . .	. . .
Schuylkill Navigation, (Philadelphia and Reading Railroad Company, lessee,)	12,571,011	108	1	60 to 300	40	6½	19	71	. . .	121	31	48	425	. . .
Susquehanna, (Philadelphia and Reading Railroad Company, lessee,)	4,929,974	45	. . .	50	30	5½	2	43	1	18	4	2	7	.00
Union,	5,907,850	78	1	43	28	4½	8	93	2	75	16	5	. . .	15,000
Total,	\$38,322,836	865	7	. . . . .	. . . . .	. . .	104	573	9	915	125	166	1,785	\$243,095

TABLE C.—TONNAGE, EXPENSES, AND RECEIPTS.

NAME OF COMPANY.	TONNAGE.		EXPENSES.				RECEIPTS.	
	No. of tons of through freight on main line.	Gross amount of tonnage, including branches and leased canals.	Maintaining the canal or real estate of the corporation.	Operating the canal.	Total.	Total.	Total.	
Delaware and Hudson, . . . . .	. . . . .	1,590,266	\$87,953	\$96,194	\$184,148	\$54,588	53	
Lehigh Coal and Navigation, . . . . .	. . . . .	702,714	108,112	168,158	276,276	2,031,633	20	
Monongahela Navigation, . . . . .	. . . . .	. . . . .	. . . . .	117,374	117,374	216,908	10	
Pennsylvania, . . . . .	. . . . .	. . . . .	235,628	26,933	262,611	360,251	91	
Schuylkill Navigation, (Philadelphia and Reading Railroad Company, lessee.) . . . . .	. . . . .	783,148	95,340	72,230	167,570	583,727	01	
Susquehanna. (Philadelphia and Reading Railroad Company, lessee,) . . . . .	. . . . .	346,257	29,683	15,949	45,632	59,999	45	
Union,	1,068	23,316	9,611	13,518	23,130	25,705	92	
Total,	1,068	4,850,796	\$566,329	\$510,410	\$1,076,739	\$3,332,814	12	

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF COMPANY.	Lumber.	Shingles.	COAL.		IRON.		Other iron or castings.
			Anthracite.	Bituminous.	Pig.	Railroad.	
Delaware and Hudson,	30,794	. . . . .	1,318,842	351	. . . . .	. . . . .	1,728
Lehigh Coal and Navigation,	39,760	. . . . .	446,156	2,892	49,970	. . . . .	2,049
Monongahela Navigation, . . . . .	. . . . .	. . . . .	. . . . .	8,277,677	466	21,801	. . . . .
Pennsylvania,	223,042	. . . . .	544,781	9,297	. . . . .	. . . . .	904
Schuylkill Navigation, (Philadelphia and Reading Railroad Company, lessee,)	36,291	. . . . .	672,501	419	832	. . . . .	533
Susquehanna, (Philadelphia and Reading Railroad Company, lessee,)	27,559	. . . . .	259,625	133	641	416	8
Union,	5,753	. . . . .	9,942	. . . . .	. . . . .	. . . . .	. . . . .
Total,	362,202	. . . . .	3,251,796	3,290,768	51,928	23,217	5,177

COMPARATIVE STATEMENT FOR FIVE YEARS. - Amount of Capital Stock Paid in.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Delaware and Hudson,	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000
Delaware Division,	1,633,350	1,633,350	1,633,350	1,633,350	1,633,350
Lehigh Coal and Navigation,	11,193,550	11,193,500	11,204,250	10,259,250	10,328,350
Monongahela Navigation,	1,004,400	1,004,400	1,004,500	1,004,650	1,004,650
Muncy,	2,625	2,625	2,625		
Pennsylvania,	4,485,765	4,485,765	4,485,765	4,501,200	4,501,200
Schuylkill Navigation, (Philadelphia and Read-					
ing Railroad Company, lessee,)	4,085,136	4,084,088	4,068,786	4,060,086	4,050,633
Susquehanna, (Philadelphia and Reading Rail-					
road Company, lessee,)	2,002,746	2,002,746	2,002,746	2,002,746	2,002,746
Union,	2,907,850	2,907,850	2,907,850	2,907,850	2,907,850
Total,	\$47,315,422	\$47,314,394	\$47,309,872	\$46,369,132	\$46,428,782

COMPARATIVE STATEMENT FOR FIVE YEARS. - Amount of Funded and Floating Debt.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Delaware and Hudson,	\$17,010,500	\$18,333,000	\$19,637,000	\$19,837,000	\$19,837,000
Delaware Division,	800,000	800,000	800,000	800,000	800,000
Lehigh Coal and Navigation,	14,779,140	14,848,274	15,565,151	16,640,570	16,879,782
Monongahela Navigation,	108,000	103,000	84,000	84,000	84,000
Pennsylvania,	2,995,000	2,980,000	3,035,000	2,960,000	2,940,000
Schuylkill Navigation, (Philadelphia and Read-					
ing Railroad Company, lessee,)	8,718,147	8,702,485	8,667,802	8,662,070	8,666,117
Susquehanna, (Philadelphia and Reading Rail-					
road Company, lessee,)	2,919,088	2,948,178	3,028,650	3,085,215	3,147,861
Union,	3,062,500	3,059,000	3,075,000	3,093,000	3,109,500
Total,	\$50,887,375	\$51,783,933	\$54,090,604	\$55,162,155	\$54,968,781

COMPARATIVE STATEMENT FOR FIVE YEARS.—Cost of Canal and Dredges.

NAME OF COMPANY.	1877.		1878.		1879.		1880.		1881.	
Delaware and Hudson,	\$6,822,184	78	\$6,887,581	78	\$6,888,817	69	\$6,899,955	08	\$6,905,550	17
Delaware Division,	2,438,850	00	2,438,850	00	2,438,850	00	2,438,850	00	2,438,850	00
Lehigh Coal and Navigation,	7,455,000	00	4,455,000	00	4,455,000	00	4,455,000	00	4,455,000	00
Monongahela Navigation,	1,115,804	00	1,115,452	00	1,115,452	00	1,115,452	00	1,120,100	20
Muncy,	6,920	00	7,057	69	7,077	15				
Pennsylvania,	12,670,655	86	12,670,655	86						
Schuylkill Navigation, (Philadelphia and Read-										
ing Railroad Company, lessee,)	4,928,896	38	12,669,805	86	12,632,805	86	12,580,461	86	12,571,011	86
Susquehanna, (Philadelphia and Reading Rail-										
road Company, lessee,)			4,928,896	38	4,930,593	51	4,930,704	83	4,929,974	40
Union,	5,907,850	00	5,907,850	00	5,907,850	00	5,907,850	00	5,907,850	00
Total,	\$41,376,711	42	\$51,025,402	52	\$38,355,446	24	\$38,332,773	27	\$38,322,838	13

COMPARATIVE STATEMENT FOR FIVE YEARS.—Gross Amount of Tonnage.

NAME OF COMPANY.	1877.		1878.		1879.		1880.		1881.	
Delaware and Hudson,	1,293,881		1,361,005		1,428,385		1,329,813		1,590,266	
Lehigh Coal and Navigation,	599,906		702,228		747,315		719,838		702,714	
Monongahela Navigation,			2,816,974							
Muncy,			2,739		3,835					
Pennsylvania,	772,189		668,706		606,522		861,796		905,095	
Schuylkill Navigation, (Philadelphia and Reading										
Railroad Company, lessee,)	1,040,453		866,788		1,111,160		706,066		783,148	
Susquehanna, (Philadelphia and Reading Railroad										
Company, lessee,)	438,734		348,560		371,625		382,295		346,257	
Union,	41,962		32,526		29,653		29,858		23,316	
Total,	4,585,743		6,799,526		4,493,455		4,028,663		4,350,796	

COMPARATIVE STATEMENT FOR FIVE YEARS.—Expenses Maintaining and Operating the Canal.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Delaware and Hudson,	\$184,635	\$194,936	\$291,425	\$184,271	\$184,148
Lehigh Coal and Navigation,	98,844	321,796	235,628	247,804	276,271
Monongahela Navigation,	70,949	61,501	59,848	59,585	117,874
Muncy,	2,825	187	19		
Pennsylvania,	152,220	151,697	174,843	177,826	262,611
Schuylkill Navigation, (Philadelphia and Reading Company, lessee.)	122,555	187,165	146,698	165,733	167,570
Susquehanna, (Philadelphia and Reading Railroad Company, lessee.)	74,540	68,078	86,408	85,093	45,632
Union,	21,697	21,421	16,251	22,495	23,130
Total,	\$728,067	\$956,784	\$963,123	\$898,210	\$1,076,789

COMPARATIVE STATEMENT FOR FIVE YEARS.—Receipts.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Delaware and Hudson,	\$44,813	\$39,099	\$41,025	\$39,500	\$54,588
Lehigh Coal and Navigation,	146,169	1,109,880	1,300,610	1,731,843	2,031,833
Monongahela Navigation,	227,990	203,497	217,641	236,929	216,908
Muncy,	65	156	75		
Pennsylvania,	299,654	289,008	282,767	368,769	360,251
Schuylkill Navigation, (Philadelphia and Reading Railroad Company, lessee.)	549,755	675,930	466,000	578,133	583,727
Susquehanna, (Philadelphia and Reading Railroad Company, lessee.)	78,019	71,959	44,718	53,630	59,989
Union,	29,677	29,521	25,684	26,996	25,705
Total,	\$1,875,645	\$2,418,104	\$2,378,523	\$3,030,803	\$8,332,614

TABULATED RESULTS

COMPILED FROM TELEGRAPH REPORTS.

TABLE A. STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount paid in as by last report.	Total amount now paid of capital stock.	Total amount of floating and funded debt.	Rate per cent. of interest on funded debt.	Rate per cent. of dividends.
Atlantic and Ohio,	\$650,000 00	\$650,000 00	\$650,000 00	\$18,600 09	. . . . 6	10 per cent. \$1 00 per share.
American District,	400,000 00	400,000 00	400,000 00	. . . . .	. . . . .	10 per cent.
Central Pennsylvania Telephone and Supply Company,	100,000 00	2,000,000 00	100,000 00	. . . . .	. . . . .	. . . . .
Pacific and Atlantic,	2,000,000 00	400,000 00	2,000,000 00	. . . . .	. . . . .	4½ per cent.
Philadelphia Local,	25,000 00	20,000 00	400,000 00	. . . . .	. . . . .	. . . . .
Philadelphia, Reading and Pottsville, . .	50,000 00	300 00	20,000 00	200,000 00	. . . . 6	. . . . .
Rockhill,	3,000 00	41,078,410 00	300 00	4,220 13	. . . . .	. . . . .
Western Union,	80,000,000 00	41,078,410 00	80,000,000 00	6,244,102 00	6 and 7	6 per cent.
Total,	\$83,228,000 00	\$14,543,710 00	\$83,570,300 00	\$6,466,922 22	. . . . .	. . . . .

TABLE B.—CHARACTERISTICS OF LINE.

NAME OF COMPANY	Cost of line and equip- ments.	Length of main line in miles.	Length of main line in Pennsylvania.	Number of stations, en- tire line.	Number of stations in Pennsylvania.	Number of instruments in use, entire line.	Number of instruments in use in Pennsylvania.	Number of per- sons employed in maintaining and operating entire line.			Number of per- sons employed in maintaining and operating line in Penn- sylvania.			Number of messages sent during the year, entire line.	Number of messages sent during the year in Penn- sylvania.	Number of messages re- ceived during the year, entire line.	Number of messages re- ceived during the year in Pennsylvania.
								Males.	Females.	Total.	Males.	Females.	Total.				
American District,	\$66,764	266	266	10	10	2,268	2,268	266	.	266	266	.	266	261,948	261,948	600,501	600,501
Central Pennsylvania Tele- phone and Supply Company,	81,757	546	.	600	.	.	.	20	6	26	.	.	.	.	.	.	.
Philadelphia Local,	400,000	266	266	90	90	708	294	70	30	100	70	30	100	200,000	200,000	412,000	412,000
Philadelphia, Reading and Pottsville,	228,116	101	107	260	.	708	.	266	3	269	.	.	.	244,436	244,436	244,436	244,436
Rockhill, . . . . .	.	20	20	5	5	6	6	5	.	5	5	.	5	527	527	527	527
Western Union, . . . . .	.	111,240	7,000	11,000	1,100	20,000	.	.	.	15,000	.	.	1,300	25,000,000	.	25,000,000	.
	\$1,118,060	112,240	8,420	12,158	1,214	23,850	2,642	964	39	10,023	371	39	1,763	25,915,911	916,911	25,547,464	1,547,464

TABLE C.-EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses, entire line.		Gross expenses in Pennsylvania.		Gross receipts, entire line.		Gross receipts in Pennsylvania.	
American District,	\$106,853	80	.	.	.	.	\$172,645	58
Central Pennsylvania Telephone and Supply Company,	16,541	74	.	.	.	.	26,180	51
Philadelphia Local,	170,635	82	.	.	.	.	197,664	58
Pottsville,	53,615	30	.	.	.	.	85,906	30
Western Union,	9,489,269	05	.	.	.	.	.	.
Total,	\$9,836,915	21	.	.	\$16,868,396	24	\$482,890	97

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
Atlantic and Ohio,	\$650,000	\$650,000	\$650,000	\$650,000	\$400,000
American District,	400,000	400,000	400,000	400,000	00
Central Pennsylvania Telephone and Supply Company,	2,000,000	2,000,000	2,000,000	2,000,000	100,000
Pacific and Atlantic,	400,000	400,000	400,000	400,000	00
Philadelphia Local,	20,000	20,000	20,000	20,000	00
Philadelphia, Reading and Pottsville,	3,000	300	300	300	00
Rockhill,	41,074,700	41,073,410	41,073,410	41,073,410	80,000,000
Western Union,					
Total,	\$44,547,700	\$44,548,710	\$44,543,710	\$44,548,710	\$80,920,300

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
American District,	\$28,746	\$29,781	\$13,668	\$16,740	\$18,600
Philadelphia, Reading and Pottsville,	209,636	209,636	204,609	200,000	200,000
Rockhill,	4,204	4,204	4,220	4,520	4,220
Western Union,	6,574,720	6,264,514	6,255,280	6,254,308	6,244,102
Total,	\$6,817,306	\$6,508,135	\$6,477,777	\$6,475,568	\$6,466,922

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
American District,	170,207	468,887	786,998	799,068	890,501
Philadelphia Local,	425,000	323,000	351,000	375,000	412,000
Philadelphia, Reading and Pottsville,	166,972	143,417	173,685	221,620	244,436
Rockhill,	329	340	304	445	527
Western Union, . . . . .	. . . . .	25,000,000	. . . . .	. . . . .	. . . . .
Total,	762,508	25,935,344	1,211,987	1,396,133	1,547,464

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
American District,	79,890	132,831	214,965	249,515	281,948
Philadelphia Local,	485,000	360,000	332,000	320,000	390,000
Philadelphia, Reading and Pottsville,	166,972	143,417	173,685	221,620	244,436
Rockhill,	329	340	304	445	527
Total,	732,191	636,588	720,954	791,580	916,911

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
American District,	62	28	03	13	58
Central Pennsylvania Telephone and Supply Company,	85,748	\$129,582	\$152,169	\$149,196	\$172,648
Philadelphia Local,	80	46	86	52	51
Philadelphia, Reading and Pottsville,	203,102	148,153	166,223	218,151	26,180
Philadelphia, Reading and Pottsville,	59,409	55,246	64,619	77,315	197,684
Total,	348,255	\$332,931	\$383,010	\$444,663	85,906
		99	96	84	97
					\$482,399

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1877.	1878.	1879.	1880.	1881.
American District,	07	85	68	16	80
Central Pennsylvania Telephone and Supply Company,	94,781	\$97,841	\$94,559	\$101,896	\$106,853
Philadelphia Local,	30	46	86	58	74
Philadelphia, Reading and Pottsville,	203,102	148,153	166,222	198,208	16,541
Philadelphia, Reading and Pottsville,	44,844	42,597	47,100	56,155	170,635
Western Union,	6,514,596	91	09	04	58,615
Total,	6,857,364	\$288,592	\$307,882	\$351,258	80
	48	95	58	78	16
					\$347,646



RAILROAD COMPANIES.

1 RAILROAD REPORT.



REPORTS OF COMPANIES

REPORT

OF THE

Allegheny Valley Railroad Company, for the year ending October 31, 1881.

OFFICERS.

Names.	Residences.
John Scott, President,	Pittsburgh, Pa.
Thomas R. Robinson, Secretary and Treasurer,	Pittsburgh, Pa.
Hampton & Dalzell, General Solicitors,	Pittsburgh, Pa.
Theo. F. Brown, Auditor,	Pittsburgh, Pa.
Edward H. Utley, General Freight and Passenger Agent,	Pittsburgh, Pa.
David McCargo, General Superintendent,	Pittsburgh, Pa.
Charles B. Price, Division Superintendent,	Pittsburgh, Pa.
A. A. Jackson, Division Superintendent,	Brookville, Pa.

General offices at Pittsburgh, Pa.

Names of Managers.	Residences.
John Scott,	Pittsburgh, Pa.
D. A. Stewart,	Pittsburgh, Pa.
B. F. Jones,	Pittsburgh, Pa.
George B. Roberts,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
J. N. Du Barry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$5,000,000	00
Capital stock authorized by votes of company,	2,166,500	00
Capital stock, amount subscribed,	2,166,500	00
Capital stock, total amount now paid in,	2,166,500	00
Capital stock, number of shares issued, 43,330		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
General mortgage bonds, (due March 1, 1896, bear interest at 7½ per cent., which is payable January 1 and July 1,) amount,	\$4,000,000	00
First mortgage bonds, low grade division, (due April 1, 1910, bear interest at 7 per cent., which is payable April 1 and October 1,) amount,	10,000,000	00
Second mortgage bonds, low grade division, (due in annual installments of \$100,000, bear interest at 5 per cent., which is payable January 1 and July 1,) amount,	2,900,000	00
Income mortgage bonds, (due October 1, 1894, bear interest at 7 per cent., which is payable April 1 and October 1,) amount,	8,163,300	00
Total amount now of funded debt,	\$25,063,300	00
Floating Debt.		
Debt incurred for any other purpose, and for what:		
For interest and sundry current balances due,	\$3,410,477	42
The amount now of floating debt,	3,410,477	42
Total amount now of floating and funded debt,	\$28,473,777	42
Funded debt, as per last report,	\$24,560,700	00
Floating debt, as per last report,	2,951,215	48

COST.

Total cost of entire road to date,	\$21,643,130	71
Average of same per mile of road laid,	\$83,403	20
Proportion of same for Pennsylvania,	83,403	20
Total cost of entire equipment,	\$2,366,087	53
Average cost of equipment per mile of road operated by company,	9,117	87
Proportion of same for Pennsylvania,	9,117	87
Cost of road and equipment per mile,	92,521	07
Proportion of same for Pennsylvania,	92,521	07

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Oil City and Driftwood,	242	242
Length of single main track,	230	230
Length of double main track,	12	12
Branches.		
Sligo branch, from Sligo Junction to Sligo,	10½	10½
Plum Creek branch, from Verona to Coal Works,	7	7
Aggregate length of main line and branches,	259½	259½
Aggregate length of sidings and other track not above enumerated,	70	70
Aggregate length of main line, branches, leased roads, sidings, and other track,	329½	229½

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use,	78½
Miles of steel rail in use,	193
Weight of rail per yard, { Iron,	60 pounds.
{ Steel,	60 pounds.
Number of bridges and trestles on whole line,	159
Wooden bridges, number of, 63 ; aggregate length,	8,208 feet.
Stone bridges, number of, 62, arched ; aggregate length, .	4,902 feet.
Iron bridges, number of, 10 ; aggregate length,	1,456 feet.
Wooden trestles, number of, 24 ; aggregate length,	3,878 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? Western Pennsylvania railroad, at West Penn junction.

Stations.

Number of stations on main road : Passenger, 63 ; freight, 49 ; total,	112
Number of wood and water stations on main road,	16
Number of tunnels, 5 ; aggregate length,	4,279

How is track laid and on what foundation ? With splice-bars, angle-bars, and rail-braces, and a broken stone and vitrious cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	59	
Number of locomotives of more than 30 tons weight,	10	
Number of passengar cars,	29	
Number of combination, passenger, and baggage cars,	9	
Number of baggage, mail, and express cars,	3	
Number of freight cars: House cars, 298 ; trucks, 1,531 ; total, .	1,829	
Number of oil cars,	254	
Number of caboose cars,	27	
Number of maintenance of way and wrecking cars,	19	

What kind of train-brake is in use on your road ? Westinghouse air-brake.	
Average number of cars in passenger train, including baggage cars,	31½
Average number of cars in freight trains,	22⅞
Average weight of passenger trains, including locomotive and tender, in working order,	125 tons.
Average weight of freight trains, including locomotive and tender, in working order,	507 tons.

Employees.

Average number of persons regularly employed by company, including officials,	1,954
Same in Pennsylvania,	1,954

DOINGS OF THE YEAR.
Transportation and Total miles run.

Number of miles run by passenger trains,	447,298
Number of miles run by freight trains,	1,025,843
Number of miles run by coal trains: Included in freight trains.	
Number of through passengers for the year on main road,	19,940
Number of passengers (all classes) carried in cars, . . .	992,566
Number of passengers carried one mile,	17,041,848
Number of passengers carried one mile in Pennsylvania, .	17,041,848
Number of tons of 2,000 pounds of through freight for the year on main road,	76,398
Number of tons of freight carried one mile,	121,969,633
Number of tons of freight carried one mile in Pennsylvania,	121,969,633
Gross amount of tonnage for the year, (2,000 pounds per ton,)	3,061,731
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1880,	71,121	June, 1881,	84,503
December, 1880,	70,207	July, 1881,	102,382
January, 1881,	59,599	August, 1881,	106,973
February, 1881,	59,825	September, 1881,	105,113
March, 1881,	77,245	October, 1881,	88,042
April, 1881,	82,693		
May, 1881,	84,863	Total,	992,566

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	6,554	Merchandise and manufactures,	242,720
Bituminous coal,	1,539,528	Live stock,	1,828
Petroleum and other oils, . . .	397,188	Lumber,	247,036
Pig iron,	123,758	Other articles,	257,409
Railroad iron,	10,621		
Iron and other ores,	207,528	Total,	3,061,731
Agricultural products,	27,831		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2 ²⁶² / ₁₀₀₀ cents.
For first-class way passengers,	2 ⁴⁰² / ₁₀₀₀ cents.

Rate per ton (of 2,000 pounds,) per mile charged for Freight.

For through freight, per ton per mile,	8 ⁵⁶ / ₁₀₀₀ cents.
For through coal, per ton per mile,	8 ²⁶ / ₁₀₀₀ cents.
For local freight, per ton per mile,	1 ³³⁸ / ₁₀₀₀ cents.
For local coal, per ton per mile,	2 ⁸⁴ / ₁₀₀₀ cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
November, 1880,	\$4,224	89	\$31,004	93	\$35,229	82
December, 1880,	3,336	72	27,280	05	30,566	77
January, 1881,	3,325	51	22,367	11	25,692	62
February, 1881,	2,779	68	23,512	53	26,292	21
March, 1881,	3,714	76	31,818	31	35,533	07
April, 1881,	5,657	16	38,377	49	44,034	65
May, 1881,	4,806	40	35,334	50	40,140	90
June, 1881,	4,512	84	33,976	92	38,489	76
July, 1881,	6,146	81	38,643	06	44,789	87
August, 1881,	8,514	88	41,667	69	50,182	57
September, 1881,	6,159	89	45,743	97	51,903	86
October, 1881,	5,102	69	39,667	56	44,770	25
Total,	58,282	23	\$409,344	12	\$467,626	35

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1880,	\$6,611	73	\$108,738	67	\$115,350	40
December, 1880,	2,921	56	120,196	63	123,118	19
January, 1881,	5,221	54	105,964	95	111,186	49
February, 1881,	5,247	20	108,601	25	113,848	45
March, 1881,	7,122	48	133,802	89	140,925	37
April, 1881,	6,828	70	132,446	43	139,275	13
May, 1881,	7,989	76	120,227	13	128,216	89
June, 1881,	7,677	29	122,955	47	130,632	76
July, 1881,	7,912	25	118,105	49	126,017	74
August, 1881,	8,826	31	138,609	13	147,435	44
September, 1881,	8,805	48	137,703	66	146,509	14
October, 1881,	11,198	00	149,716	85	160,914	85
Total,	\$86,362	30	\$1,497,068	55	\$1,583,430	85

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1880,	\$1,751	40	\$1,758	76	\$991	74	\$4,501	90
December, 1880,	1,751	41	1,871	34	3,462	46	7,085	21
January, 1881,	1,751	40	1,466	05	1,484	88	4,702	33
February, 1881,	1,751	40	1,195	03	1,210	82	4,157	25
March, 1881,	1,751	41	1,379	96	1,047	52	4,178	89
April, 1881,	1,751	40	1,637	76	2,004	95	5,394	11
May, 1881,	1,751	40	1,967	32	935	21	4,653	93
June, 1881,	1,751	41	2,107	09	1,131	86	4,990	36
July, 1881,	1,994	74	2,048	24	2,084	97	6,127	95
August, 1881,	1,994	75	1,773	64	955	57	4,723	96
September, 1881,	1,994	75	1,988	80	914	05	4,897	60
October, 1881,	1,994	74	1,945	68	2,169	36	6,109	78
Total,	\$21,990	21	\$21,139	67	\$18,393	39	\$61,523	27

Total passenger earnings for the year,	\$467,626	35
Total freight earnings for the year,	1,583,430	85
Total earnings from all other sources,	61,523	27
Total earnings for the year,	\$2,112,580	47
Total receipts from all sources on whole length of line,	\$2,112,580	47
Proportion of earnings in Pennsylvania to earnings of whole line, . .	2,112,580	47

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$3,305	27
Passenger and freight-houses,	16,192	03
Engine-houses, car sheds, wood and coal sheds, and water-tanks, . .	80,245	32
Total,	\$49,742	62
Proportion for Pennsylvania,	\$49,742	62

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$234,186	72
New iron rails,	50	04
New steel rails,	65,866	55
Repairs of bridges,	44,672	16
Repairs of buildings and fixtures,	1,379	59
Repairs of fences,	1,825	10
All other expenses for maintenance of way,	44,137	24
Total for maintenance of way,	\$391,617	40
Cost per mile of road kept in repair,	\$1,509	12
Proportion for Pennsylvania,	1,509	12

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$93,593	13
Repairs of machinery,	8,238	46
Repairs of passenger, baggage, and mail cars,	28,862	89
Repairs of freight cars,	106,606	48
All other expenses for maintenance of motive power and cars,	52,787	13
Total for maintenance of motive power and cars,	\$290,088	09
Cost per mile of road operated,	\$1,117	87
Proportion for Pennsylvania,	1,117	87

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	\$108,704	25
Salaries, wages, and incidentals chargeable to freight department, . .	251,576	45
Wages of switchmen, signal-men, gate-keepers, and watchmen, . . .	12,660	44
Fuel—coal,	67,867	77
Oil and waste,	14,726	45
Damages for injuries to persons,	1,755	06
Damage for loss of goods and baggage,	880	47
Damages to property, including damages by fire,	895	24
Taxes,	25,576	80
Insurance,	4,350	25
Telegraph expenses,	28,159	26
Amount paid other corporations or individuals for use of all other cars,	13,237	21
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	42,742	56
Total miscellaneous,	\$573,132	21
Amount per mile of road operated,	\$2,208	60
Proportion for Pennsylvania,	2,208	60
Total expenditures for operating the road,	1,254,837	70
Total charged to road and equipment,	49,742	62
Expenses per mile of road operated,	4,835	60
Expenses per mile of single track operated, not including sidings, . .	4,621	87
Expenses per train mile,		85
Proportion for Pennsylvania,		85

EARNINGS.

Passenger transportation, local,	\$409,344 12	} Total,	\$467,626	35
Passenger transportation, through,	58,282 23			
Freight transportation, local,	\$1,497,068 55	} Total,	1,583,430	85
Freight transportation, through,	86,362 30			
Mail service,			21,990	21
Express service,			21,139	67
Rents,			8,361	50
All other sources of income,			10,031	89
Total,			\$2,112,580	47
Operating Expenses.				
Maintenance of way and buildings,	\$391,617 40			
Maintenance of motive power and cars,	290,088 09			
Miscellaneous,	573,132 21			
Total operating expenses, being 59 ³² / ₁₀₀ per cent. of earnings, . . .			1,254,837	70
Net earnings,			\$857,742	77
Earnings per mile of road operated,			\$8,140	96
Expenses per mile of road operated,			4,835	60
Net earnings,			3,305	36

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? The Union Express Company on river division, and Adams Express Company on low grade division; they paying us forty per cent. of their gross receipts, and having the joint use of baggage cars.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made

in addition to the regular passenger rates? The Pullman Palace Car Company, who own the cars, and charge in addition to our regular rates.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$21,990 21, being subject to change with the weight of mail matter at stated periods.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding: 43,330 shares,
at \$50 per share, \$2,166,500 00

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	. . . . .	2	. . . . .	2	. . . . .
Employés,	1	1	6	8	7	9
Others, . . . . .	. . . . .	. . . . .	3	2	3	2
Total,	1	1	11	10	12	11

Statement of each Accident.

December 9, 1880. Frank Lewis, brakeman, had shoulder blade knocked out of place and collar bone broken while coupling cars at Brady's Bend.

January 1, 1881. George Boswell, brakeman, was thrown from the rear platform of sleeper attached to night express, at South Oil City, and fatally injured; died in a few hours.

January 15. G. M. Schraeder, brakeman, had right hand caught between draw-heads, at Reynoldsville; lost two fingers.

February 1. John Call, flagman, while attempting to get on engine at Du Bois, fell under wheels and was instantly killed.

February 20. S. A. Myers, brakeman, was severely cut in the face by pole breaking while poling cars ahead of engine; occurred at Thirty-third street, Pittsburgh.

April 2. Henry E. Karnes was struck by train No. 2, and instantly killed, north of Kittanning, while walking on the track.

April 8. J. W. Patton, brakeman, had right arm crushed while coupling cars at Red Bank; amputated.

April 16. E. King, brakeman, had two fingers taken off while coupling cars at Pittsburgh shop.

May 6. John McMahon, passenger, fatally injured while attempting to get on train at Brady's Bend.

May 29. William McFarland, passenger on church train, was fatally injured by jumping from cars at Johnston.

June 21. B. Frank Crytzer, brakeman, had leg taken off while getting on train at Thirty-sixth street, Pittsburgh; died from injury June 27.

July 15. William Cathers, brakeman, fatally injured in attempting to get on engine at Sandy Lick, Pa.

September 1. Jacob Burns, lying in a drunken sleep on the track, was instantly killed at Summit tunnel.

September 1. James Hughes, while standing on track between Iona and Armstrong, was struck by train and instantly killed.

September 7. F. B. Hofmaster, flagman, while lying asleep on track at Kittanning, was run over and instantly killed.

September 16. A child of Dan. Colligan, while standing on the track near Rockland, was struck by step of engine on the head, inflicting a severe scalp wound.

September 22. William M. Fennell, brakeman, had collar bone broken in two places while coupling cars at Thirty-sixth street, Pittsburgh.

October 7. ——— McClain, a boy, had his foot taken off at Sixty-Three Mile siding, low grade division, while trying to get on train.

October 8. A. T. Roberts, brakeman, had his arm crushed while coupling cars, at Twentieth street, Pittsburgh.

October 10. Charles Towser, brakeman, was fatally injured while trying to get on train at Knight's Run.

October 20. George Fritz, while working between cars at Seventeenth street, Pittsburgh, was caught and instantly killed.

October 29. I. Willison, fireman, had foot badly crushed at Mannorville.

October 29. Thomas Wilson, brakeman, had two fingers taken off while coupling cars at Knight's Run.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, John Scott, president, and Thomas R. Robinson, treasurer, of the Allegheny Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

JOHN SCOTT, *President.*

THOMAS R. ROBINSON, *Treasurer.*

Sworn and subscribed before me, this 1st day of February, A. D. 1882.

W. C. BOYLE, *Notary Public.*

R E P O R T
OF THE
*Allentown Railroad Company, for the year ending No-
vember 30, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philade.phia.
I. V. Williamson,	Philadelphia.
F. B. Gowen,	Philadelphia.
Henry Lewis,	Philadelphia.
E. C. Knight,	Philadelphia.
Eckley B. Coxe,	Drifton, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000,000	00
Capital stock, amount subscribed,	1,414,200	00
Capital stock, total amount now paid in,	1,268,884	47
Capital stock, number of shares issued, full paid, 22,917		
Capital stock, amount paid in on each share issued,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Floating Debt.</i>		
The amount now of floating debt,		\$15,305 06
Floating debt, as per last report, \$19,436 71		

COST.

Total cost of entire road to date,	\$1,084,691	28
Average of same per mile of road laid, 4.5 miles,	\$241,042	51
Average of same per mile of track laid, 4.9 miles,	221,365	57

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Port Clinton to Allentown,	85.8	
Length of single main track, from Topton to Kutztown,	4.5	
Aggregate length of main line and branches,	4.5	
Aggregate length of sidings and other track not above enumerated, . . . . .	.4	
Aggregate length of main line, branches, leased roads, sidings, and other track,	4.9	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, (miles of track,) 4.9
Miles of steel rail in use, None.
Weight of rail per yard, iron, 64 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 2
Wooden bridges, number of, 1; aggregate length, . . . 16 feet.
Wooden trestles, number of, 1; aggregate length, . . . 24 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger and freight, 1
Number of engine-houses and shops in Pennsylvania, . . 1
Number of wood and water stations on main road, . . . 1
Value of real estate held by the company, exclusive of roadway, \$23,509 43
Number of tunnels, None.
How is track laid, and on what foundation? Cross-ties, broken stone ballast.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, \$102 73

OPERATING EXPENSES.

Receipts.			
Rental—Philadelphia and Reading Railroad Company, operators, . .		\$4,984	38
Rents—real estate,		204	00
		\$5,188	38
Corporation Expenses.			
Contingent account,	\$836 76		
State tax, capital stock,	68 75		
		905	51

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$1,268,884 47

This road being operated by the Philadelphia and Reading Railroad Company, all returns not here given will be included in their report.
The operators pay to our company, as rental, thirty per cent. of the gross receipts.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, G. A. Nicolls, president, and John Welch, Treasurer, of the Allentown Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed) G. A. NICOLLS, *President.*
JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1882.
J. Y. HUMPHREY, *Notary Public.*

REPORT

OF THE

Bachman Valley Railroad Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
A. W. Eichelberger, President,	Hanover, Pa.
C. W. Forney, Secretary and Treasurer,	Hanover, Pa.
General offices at Hanover, York county, Pa.	

Names of Directors.	Residences.
Joseph Dellone,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
Josiah W. Gitt,	Hanover, Pa.
Henry C. Schriver,	Hanover, Pa.
Joseph Althoff,	Hanover, Pa.
Levi Dubs,	Summit, York county, Pa.
E. W. Helndel,	Green Ridge, York county, Pa.
Adam Newcomer,	Glenville, York county, Pa.
C. L. Johnson,	Ebbvale, Carroll county, Md.
Percy R. Pyne,	Columbia, Pa.
Edwin Thomas,	Columbia, Pa.
Samuel Thomas,	Columbia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company, 1,334		
Capital stock, amount subscribed,	68,000	00
Capital stock, total amount now paid in,	66,792	31
Capital stock, number of shares issued, 1,334		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds. (due 1892, bear interest at 7 per cent., which is payable April and October,) amount,*	\$45,000	00
Total amount now of funded debt,	\$45,000	00
Floating Debt.		
Unfunded debt incurred for construction, equipment, or purchase of property, \$17,784 33		
The amount now of floating debt,	17,784	33
Total amount now of floating and funded debt,	\$62,784	33
Funded debt as per last report, \$45,000 00		
Floating debt as per last report, \$16,553 10, now, 17,784 33		

* Interest reduced to five per cent. by agreement with holders of bonds.

COST.

Total cost of entire road to date, \$112,494 13

CHARACTERISTICS OF ROAD.

Main Line.

Length of main line—from Valley Junction to Maryland State line, 9 miles

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 9
Weight of rail per yard, iron, 52 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 8
Wooden bridges, number of, 8; aggregate length, 199 feet.

Stations.

Number of stations on main road, passenger, 6
Number of wood and water stations on main road, 1
How is track laid, and on what foundation? Part earth and part stone.

Equipment.

This road is worked by the Hanover Junction, Hanover and Gettysburg Railroad Company.

Employees.

Average number of persons regularly employed by company, including officials, (exclusive of directors,) 12

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
January, 1881,	\$160	16	.	.	.
February, 1881,	157	96	.	.	.
March, 1881,	244	93	.	.	.
April, 1881,	265	30	.	.	.
May, 1881,	345	12	.	.	.
June, 1881,	286	22	.	.	.
July, 1881,	360	48	.	.	.
August, 1881,	386	01	.	.	.
September, 1881,	297	96	.	.	.
October, 1881.	446	80	.	.	.
November, 1881,	226	62	.	.	.
December, 1881,	286	70	.	.	.
Total,	\$3,464	26	.	.	.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$972	11	.	.	.	.
February, 1881,	795	17	.	.	.	.
March, 1881,	1,022	63	.	.	.	.
April, 1881,	1,081	82	.	.	.	.
May, 1881,	1,064	81	.	.	.	.
June, 1881,	642	53	.	.	.	.
July, 1881,	476	78	.	.	.	.
August, 1881,	937	15	.	.	.	.
September, 1881,	839	65	.	.	.	.
October, 1881,	864	75	.	.	.	.
November, 1881,	1,009	49	.	.	.	.
December, 1881,	*484	17	.	.	.	.
Total,	\$10,190	56				

*Proportion of through freight for December not included. Reports not in, will appear in January, 1882.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,	\$370	46	\$164	37
February, 1881,								
March, 1881,								
April, 1881,								
May, 1881,								
June, 1881,								
July, 1881,								
August, 1881,								
September, 1881,								
October, 1881,								
November, 1881,								
December, 1881,								
Total,								
Total passenger earnings for the year,							\$3,464	26
Total freight earnings for the year,							10,190	56
Total earnings from all other sources,							534	83
Total earnings for the year,							\$14,189	65

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of road, exclusive of bridges and new rails,	\$3,499	75
Total for maintenance of way,	\$3,499	75

Cost of maintenance of Motive Power and Cars.

Paid Hanover Junction, Hanover and Gettysburg Railroad Company, for working road,	\$5,283	60
Total for maintenance of motive power and cars,	\$5,283	60

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$937	07
Salaries, wages, and incidentals chargeable to freight department,			
Taxes,		184	45
Contingent expense,		54	55
Rebate,		1,082	83
Amount paid other corporations or individuals for use of all other cars,		125	93
Total miscellaneous,		\$2,334	83

EARNINGS.

Passenger transportation, local,	} Total,	\$3,464	26
Passenger transportation, through,			
Freight transportation, local,	} Total,	10,190	56
Freight transportation, through,			
Mail service,		370	46
Express service,		164	37
Total,		\$14,189	65

Operating Expenses.

Maintenance of way and buildings,	\$3,499 75	
Maintenance of motive power and cars,	5,283 60	
Miscellaneous,	2,234 83	
Total operating expenses,	\$11,118	18
Net earnings,	3,071	47

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams' Express Company. Rate made with Hanover Junction, Hanover and Gettysburg Railroad Company. This road receives its proportion.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Twenty-seven dollars per mile. Increased to fifty-four dollars and seventy-two cents (\$54 72) per mile from July 1, 1881.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,
Others,	1	. . . . .	. . . . .	. . . . .	. . . . .
Total,	1	. . . . .	. . . . .	. . . . .	. . . . .

Statement of each Accident.

March 31, 1881. Edward Bowman, brakeman on individual car, was thrown, or jumped off after the car left the track, at Glenville, York county, and fractured his thigh, from which he has recovered.

STATE OF PENNSYLVANIA,)
County of York,) ss :

Personally appeared before me, A. W. Eichelberger, President, and C. W. Forney, Treasurer, of the Bachman Valley Railroad Company; who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed,)

A. W. EICHELBERGER, *President.*

C. W. FORNEY, *Treasurer.*

Sworn and subscribed before me this 30th day of January, A. D. 1882..

JACOB GUNDRUM, *Justice of the Peace.*

REPORT
OF THE
Bald Eagle Valley Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
L. A. Mackey, President,	Lock Haven, Pa.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.
S. S. Blair, Division Superintendent,	Tyrone, Pa.

General offices at 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia.
J. N. Du Barry,	Philadelphia.
Andrew G. Curtin,	Bellefonte, Pa.
James Gamble,	Williamsport, Pa.
John P. Green,	Philadelphia.
Strickland Kneass,	Philadelphia.
Charles A. Mayer,	Lock Haven, Pa.
John Irwin, junior,	Bellefonte, Pa.
James Duffy,	Marietta, Pa.
Edward Blanchard,	Bellefonte, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	2,000,000	00
Capital stock, amount subscribed,	850,050	00
Capital stock, total amount now paid in,	850,050	00
Capital stock, number of shares issued, 17,001		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1910, bear interest at 6 per cent., which is payable January 1 and July 1,) amount,	\$396,000	00
Total amount now of funded debt,	\$396,000	00
Floating Debt.		
Total amount now of floating and funded debt,	396,000	00
Funded debt, as per last report, \$400,000	00	
Total cash realized from capital stock and debt,	\$1,350,050	00

COST.

Total cost of entire road to date, including branches,	\$1,350,050	00
Average of same per mile of road laid,	\$17,602	84
Proportion of same for Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lock Haven to Vail, at the intersection with the Tyrone and Clearfield railroad near Tyrone,	51.2	51.2
Length of single main track,	51.2	51.2
Branches.		
Bellefonte branch, from Milesburg to Bellefonte,	Length of branch, 2.67	2.67
	Length of single track, 2.67	2.67
Snow Shoe branch, from Snow Shoe intersection to Moshannon Town,	Length of branch, 23	23
	Length of single track, 23	23
Aggregate length of main line and branches,	76.87	76.87
Aggregate length of sidings and other track not above enumerated,	12.4	12.4
Aggregate length of main line, branches, leased roads, sidings, and other track,	89.27	89.27

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 65.90
Miles of steel rail in use, 23.37
Weight of rail per yard, { Iron, 56 & 60 pounds.
 { Steel, 56 & 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 24
Wooden bridges, number of, 17 ; aggregate length, 3,128 feet.
Wooden trestles, number of, 7 ; aggregate length, 1,843 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

Stations.

Number of stations on main road: Passenger and freight, 17
Number of stations on branches: Passenger and freight, 8
Number of engine-houses and shops in Pennsylvania, 3 ;
total number entire road, 3

Number of wood and water stations on main road,	5
Number of wood and water stations on branches,	2
Value of real estate held by the company, exclusive of roadway,	\$10,000 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	10,000 00
Number of tunnels,	None.
How is track laid, and on what foundation? On oak cross-ties ballasted with stone.	

Equipment.

See Pennsylvania railroad report.

DOINGS OF THE YEAR.

See report of Pennsylvania railroad.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$850,050 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies :	
January 10, 1881, 5 per cent.	
July 22, 1881, 4 per cent.	
The January dividend was declared on	550,000 00
The July dividend was declared on	850,050 00

Number and per cent. of dividends: Two dividends of 5 and 4 per cent.,	\$61,502 00
Amount paid in dividends,	61,502 00
Paid to sinking fund,	4,000 00

ACCIDENTS TO PERSONS.

See report of Pennsylvania Railroad Company.

The road of this company is maintained and operated by the Pennsylvania Railroad Company, under a lease for ninety-nine years, bearing date December 7, 1864, and their returns are referred to for the details of the operation of the road.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, L. A. Mackey, president, and Taber Ashton, treasurer, of the Bald Eagle Valley Railroad Company, who, be-

ing duly affirmed, do declare and say that they caused the foregoing state-
ments to be prepared by the proper officers and agents of this company,
and having carefully examined the same, declare them to be a true, full,
and correct statement of the condition and affairs of said company, for
the financial year ending December 31, A. D. 1881, according to the best
of their knowledge and belief.

(Signed)L. A. MACKEY, *President*.
T. ASHTON, *Treasurer*.
Affirmed and subscribed before me, this 26th day of January, A. D. 1882.
JNO. C. SIMS, Jr., *Notary Public*.

REPORT

OF THE

Baltimore and Cumberland Valley Railroad Company,
for the year ending September 30, 1881.

Baltimore and Cumberland Valley Railway Company in Maryland.

OFFICERS.

Names.		Residences.
I. M. Hood, President,		Baltimore, Md.
John S. Harden, Secretary and Treasurer,		Baltimore, Md.
Names of Directors.		Residences.
Christian Devines,		Baltimore, Md.
Daniel J. Foley,		Baltimore, Md.
Abram O. Frick,		Waynesboro', Pa.
George W. Harris,		Hagerstown, Md.
John M. Hood,		Baltimore, Md.
C. W. Humrichouse,		Williamsport, Md.
Alexander Rieman,		Baltimore, Md.

CAPITAL STOCK.

Capital stock now paid in,		\$42,500	00
Number of shares issued,	850		
Amount paid in on each share,		50	00
Par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due July 1, 1929, bear 6 per cent. interest, and payable 1st July and January,)		\$48,500	00
Total amount of funded debt,		\$48,500	00

COST.

Total cost of road to date in cash and securities, \$91,000 00

Baltimore and Cumberland Valley Railroad Company in Pennsylvania.

OFFICERS.

Names.	Residences.
J. N. Swively, President,	Waynesboro', Pa.
George J. Balsley, Secretary,	Waynesboro', Pa.
Joseph Price, Treasurer,	Waynesboro', Pa.
David Wills, General Solicitor,	Gettysburg, Pa.
General office at Waynesboro', Pa.	

Names of Directors.	Residences.
J. N. Swively,	Waynesboro', Pa.
Joseph Price,	Waynesboro', Pa.
George J. Balsley,	Waynesboro', Pa.
Simon Lecron,	Waynesboro', Pa.
Daniel Hoover,	Waynesboro', Pa.
Jacob S. Good,	Midvale, Pa.
J. J. Miller,	Waynesboro', Pa.

CAPITAL STOCK.

Capital stock, total amount now paid in,	\$76,700 00
Capital stock, number of shares issued, 1,534	
Capital stock, amount paid in on each share,	50 00
Capital stock, par value of each share,	50 00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1929, bear interest at 6 per cent., which is payable January and July,) amount,	\$72,800	00
Floating Debt.		
Unfunded debt due to Western Maryland railroad incurred for construction or purchase of property, \$2,518 16		
The amount now of floating debt,	2,518	16
Total amount now of floating and funded debt,	\$75,318	16

COST.

Total cost of entire road to date in cash and securities, . \$152,018 16

CHARACTERISTICS OF ROAD.

Main Line.

Length of main line—from Maryland State line to Waynesboro', 4 ⁵⁵/₁₀₀ miles.

Gauge.

What is the gauge of your lines? 4 ft. 8 ¹/₂ inches.

Track.

Miles of iron rail in use,	4 ⁵⁶ / ₁₀₀
Miles of steel rail in use,	None.
Weight of rail per yard, iron,	56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	5
Wooden bridges, number of, 1; aggregate length,	45 feet.
Wooden trestles, number of, 4; aggregate length,	955 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade in this Commonwealth? Cumberland Valley railroad, at Chambersburg.

Stations.

Number of stations on main road, passenger, 2; freight,	2
Number of engine-houses and shops in Pennsylvania,	None.
Number of wood and water stations on main road,	None.
Number of tunnels,	None.

How is track laid and on what foundation? On earth and stone ballast.

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of passengers (all classes) carried in cars,	22,510
Number of passengers carried one mile,	186,990
Number of passengers carried one mile in Pennsylvania,	128,605
Number of tons of freight carried one mile,	145,123
Number of tons of freight carried one mile in Pennsylvania,	90,082
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	19,194

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1880,	1,715	April, 1881,	1,165
November, 1880,	940	May, 1881,	1,697
December, 1880,	984	June, 1881,	1,449
January, 1881,	757	July, 1881,	3,461
February, 1881,	866	August, 1881,	3,503
March, 1881,	1,085	September, 1881,	4,888

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite and bituminous coal,	1,681	Lumber,	3,246
Live stock,	530	Other articles,	13,787

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through and way passengers, average,	2 ¹⁵ / ₁₀₀ cents.
--	---

Rate per ton, (of 2,000 pounds,) per mile charged for Freight.

For through freight and coal, per ton per mile, average,	3 ⁶⁸ / ₁₀₀ cents.
For local freight and coal, per ton per mile, average,	Same.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1880,	\$229	78	\$229	78
November, 1880,	154	35	154	35
December, 1880,	173	38	173	38
January, 1881,	139	49	139	49
February, 1881,	157	09	157	09
March, 1881,	194	02	194	02
April, 1881,	209	49	209	49
May, 1881,	245	83	245	83
June, 1881,	254	90	254	90
July, 1881,	507	16	507	16
August, 1881,	489	23	489	23
September, 1881,	1,271	78	1,271	78
Total,	\$4,026	50	\$4,026	50

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1880,	\$301	80	\$301	80
November, 1880,	192	15	192	15
December, 1880,	388	61	388	61
January, 1881,	233	85	233	85
February, 1881,	288	97	288	97
March, 1881,	525	61	525	61
April, 1881,	657	88	657	88
May, 1881,	529	56	529	56
June, 1881,	431	80	431	80
July, 1881,	615	40	615	40
August, 1881,	489	36	489	36
September, 1881,	689	30	689	30
Total,	\$5,344	29	\$5,344	29

From all other Sources.

MONTHS.	Mails.*		Express.		Miscellaneous.		Total.	
October, 1880,	}	\$9 77	. . . . .	. . . . .	\$9	77
November, 1880,						
December, 1880,						
January, 1881,	}	10 18	. . . . .	. . . . .	10	18
February, 1881,						
March, 1881,						
April, 1881,	}	3 07	. . . . .	. . . . .	3	07
May, 1881,						
June, 1881,						
July, 1881,		5 01	. . . . .	. . . . .	5	01
August, 1881,		6 31	. . . . .	. . . . .	6	31
September, 1881,		8 10	. . . . .	. . . . .	8	10
Total,		\$42 44	. . . . .	. . . . .	\$42	44

* Not adjusted until after close of fiscal year. Will appear in next report.

Total passenger earnings for the year,	\$4,026	50
Total freight earnings for the year,	5,344	29
Total earnings from all other sources,	42	44
Total earnings for the year,	9,413	23
Proportion of earnings in Pennsylvania, to earnings of whole line, .	⁶⁴² 1,000	
Earnings in Pennsylvania,	\$6,114	09

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Included in expenses of Western Maryland railroad.

EARNINGS.

Passenger transportation, local and through,	\$4,026	50
Freight transportation, local and through,	5,344	29
Express service,	42	44
Total,	\$9,413	23

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$42 75 per mile for 7⁶⁵/₁₀₀ miles, Edgemont to Waynesboro'.

STATE OF MARYLAND, }
City of Baltimore, } ss :

Personally appeared before me, John M. Hood, president, and John S. Harden, treasurer, of the Western Maryland Railroad Company, lessee, who, being duly sworn and affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of the Baltimore and Cumberland Valley Railroad Company, for the financial year ending September 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed) J. M. HOOD, *President.*
JOHN S. HARDEN, *Treasurer.*

Sworn, affirmed, and subscribed before me this 30th day of January, A. D. 1882.

MURRAY HANSON,
A Commissioner for Penn'a, residing in Baltimore city, Maryland.

REPORT

OF THE

Baltimore and Cumberland Valley Railroad Extension
Company, for the year ending December 31, 1880.

OFFICERS.

Names.	Residences.
David Wills, President,	Gettysburg, Pa.
Thaddeus M. Mahon, Secretary,	Chambersburg, Pa.
Daniel J. Foley, Treasurer,	Baltimore, Md.
David Wills, General Solicitor,	Gettysburg, Pa.
J. M. Hood, Chief Engineer, General Manager, and General Super- intendent,	Baltimore, Md.
Names of Directors.	Residences.
William S. Chambers,	Chambersburg, Pa.
John P. Culbertson,	Chambersburg, Pa.
John W. McPherson,	Shippensburg, Pa.
George B. Cole,	Shippensburg, Pa.
J. M. Hood,	Baltimore, Md.
D. J. Foley,	Baltimore, Md.
Alexander Rieman,	Baltimore, Md.
Charles W. Humrichouse,	Williamsport, Md.

CAPITAL STOCK.

Capital stock authorized by law,	\$200,000	00
Capital stock authorized by votes of company,	30,000	00
Capital stock, amount subscribed,	230,000	00
Capital stock, total amount now paid in,	230,000	00
Capital stock, number of shares issued,	230,000	00
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1931, bear interest at 6 per cent., which is payable July and January 1,) amount,	\$230,000	00
Total amount now of funded debt,	\$230,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, about	\$30,000	00
The amount now of floating debt, about	30,000	00
Total amount now of floating and funded debt,	\$260,000	00
Total cash realized from capital stock and debt, about	\$490,000	00

COST.

Total cost of entire road to date, about	\$490,000	00
Average of same per mile of road laid,	\$18,845	00
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	18,845	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Waynesboro' to Shippensburg, . . .	26	All.
Length of single main track,	26	

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, All iron rail.

Miles of steel rail in use, None.

Weight of rail per yard, iron, 56 pounds.

The track was laid during the summer of 1881, and finished to Shippensburg about the 1st of November, and operating of the road was commenced by the Western Maryland railroad under a lease, and that company will make report of such parts as are not herein reported. The buildings are not yet all completed, and the road is thus not finished.

STATE OF PENNSYLVANIA, } ss:
County of Adams, }

Personally appeared before me, David Wills, president, and D. J. Foley, treasurer, of the Baltimore and Cumberland Valley Railroad Extension Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

DAVID WILLS, *President.*
D. J. FOLEY, *Treasurer.*

David Wills was sworn and subscribed before me, this 31st day of December, A. D. 1881.

EDWARD J. COX,

Justice of the Peace.

D. J. Foley was sworn and subscribed before me, this 11th day of January, A. D. 1882.

MURRAY HANSON,

A Commissioner for Penn'a, residing in Baltimore city, Maryland.

REPORT
OF THE
*Bangor and Portland Railway Company, for the year
ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
C. Miller, President,	Blairstown, Warren county, N. J.
George W. Mackey, Secretary,	Bangor, Pa.
John T. Miller, Treasurer,	Portland, Pa.
George W. Mackey, General Solicitor,	Bangor, Pa.
E. G. Wire, Chief Engineer,	Belvidere, N. J.
C. Miller, General Manager,	Blairstown, N. J.

General offices at Bangor, Northampton county, Pa.

C. Miller,	Blairstown, N. J.
George W. Mackey,	Bangor, Pa.
John S. Miller,	Portland, Pa.
Jonathan Moore,	Portland, Pa.
Joseph Bray,	East Bangor, Pa.
Dr. John Buzzard,	Bangor, Pa.
J. E. Long,	Bangor, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$75,000	00
Capital stock authorized by votes of company,	750	
Capital stock, amount subscribed,	750	
Capital stock, total amount now paid in,	47,000	00
Capital stock, number of shares issued,	470	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1st of January, 1930, bear interest at 6 per cent., which is payable every six months,) amount,	\$85,000	00
Total amount now of funded debt,	\$85,000	00
Floating Debt.		
Total amount now of floating and funded debt,	\$85,000	00
Total cash realized from capital stock and debt,	\$182,000	00

COST.

Total cost of entire road to date from Portland to Pan Argyl, . . .	\$120,000	00
Average of same per mile of road laid,	\$8,000	00
Proportion of same for Pennsylvania,	8,000	00
Total cost of entire equipment,	\$12,000	00
Average cost of equipment per mile of road operated by company, eight miles,	1,500	00
Proportion of same to Pennsylvania,	1,500	00
Cost of road and equipment per mile,	9,500	00
Proportion of same for Pennsylvania,	9,500	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Portland to Pan Argyl, but only operated from Portland to Bangor this year, eight miles,	15	15
Length of single main track,	15	15
Aggregate length of main line and branches,	15	15
Length of track laid, if not completed,	15	15

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 8
Weight of rail per yard, iron, 50 lbs. per yard.

Bridges and Trestles.

Number of bridges and trestles on whole line, 13
Aggregate length, 15 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? None.
What railroads cross your road, either over or under your grade, in this Commonwealth ? None.

Stations.

Number of stations on main road, passenger and freight, 5
Number of engine-houses and shops in Pennsylvania, 1 ; total number entire road, 1

Value of real estate held by the company, exclusive of road-
way in Pennsylvania, None.
How is track laid and on what foundation? Gravel.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	1	\$10,000 00
Number of baggage, mail, and express, and passenger cars combined,	1	2,000 00

What kind of train brake is in use on your road? Common hand-brake.
Average number of cars in passenger trains, including baggage cars, 1
Average number of cars in freight trains, 9
Average weight of freight trains, including locomotive and tender, and passenger car, in working order, 150 tons.

Employees.

Average number of persons regularly employed by company, including officials, 15
Same in Pennsylvania, 15

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, } 4,800
Number of miles run by freight trains, }
Number of through passengers for the year on main road, about 4,500
Number of passengers (all classes) carried in cars, about 4,500
Number of tons of 2,000 pounds of through freight for the year on main road, 40,879
Gross amount of tonnage for the year, (2,000 pounds per ton,) 40,879
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) }
Average rate of speed adopted by express trains, including stops, (miles per hour,) } 12
Average rate of speed adopted by freight trains, including stops, (miles per hour,) }

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881, about 282	July, 1881, about 379
February, 1881, about 304	August, 1881, about 390
March, 1881, about 319	September, 1881, about 387
April, 1881, about 346	October, 1881, about 396
May, 1881, about 363	November, 1881, about 437
June, 1881, about 370	December, 1881, about 527

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	3,820	Lumber,	800
Merchandise and manufactures, . .	2,500	Slate,	83,759

Rate of Fare for Passengers charged for the respective classes per Mile.

For first class through passengers, 3¼ cents.

Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	7½
For through coal, per ton per mile,	7½
For local freight, per ton per mile,	7½
For local coal, per ton per mile,	7½

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$86	00	. . . . .	. . . . .	\$86	00
February, 1881,	92	50	. . . . .	. . . . .	92	50
March, 1881,	97	00	. . . . .	. . . . .	97	00
April, 1881,	105	00	. . . . .	. . . . .	105	00
May, 1881,	110	20	. . . . .	. . . . .	110	20
June, 1881,	112	80	. . . . .	. . . . .	112	80
July, 1881,	105	00	. . . . .	. . . . .	105	00
August, 1881,	108	00	. . . . .	. . . . .	108	00
September, 1881,	117	20	. . . . .	. . . . .	117	20
October, 1881,	119	70	. . . . .	. . . . .	119	70
November, 1881,	132	10	. . . . .	. . . . .	132	10
December, 1881,	159	00	. . . . .	. . . . .	159	00
Total,	\$1,344	00	. . . . .	. . . . .	\$1,344	00

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$1,095	86	. . . . .	. . . . .	. . . . .	. . . . .
February, 1881,	1,375	26	. . . . .	. . . . .	. . . . .	. . . . .
March, 1881,	1,410	10	. . . . .	. . . . .	. . . . .	. . . . .
April, 1881,	1,650	00	. . . . .	. . . . .	. . . . .	. . . . .
May, 1881,	2,000	00	. . . . .	. . . . .	. . . . .	. . . . .
June, 1881,	2,258	80	. . . . .	. . . . .	. . . . .	. . . . .
July, 1881,	2,300	46	. . . . .	. . . . .	. . . . .	. . . . .
August, 1881,	2,342	00	. . . . .	. . . . .	. . . . .	. . . . .
September, 1881,	2,200	00	. . . . .	. . . . .	. . . . .	. . . . .
October, 1881,	2,383	15	. . . . .	. . . . .	. . . . .	. . . . .
November, 1881,	1,700	25	. . . . .	. . . . .	. . . . .	. . . . .
December, 1881,	1,550	06	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$22,255	44	. . . . .	. . . . .	\$22,255	44

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881, . .	\$30	74	\$16	34	\$195	60	\$242	68
February, 1881, .	30	74	14	00	180	00	224	74
March, 1881, . . .	30	74	15	50	190	20	236	44
April, 1881, . . .	30	74	15	25	185	00	230	99
May, 1881,	30	74	16	34	170	00	217	08
June, 1881,	30	74	17	68	152	40	200	82
July, 1881,	30	74	18	00	150	00	198	74
August, 1881, . . .	30	74	14	68	173	00	218	42
September, 1881, .	30	74	22	20	168	00	220	94
October, 1881, . . .	30	74	21	92	198	00	2. 0	66
November, 1881, . .	30	74	20	10	240	00	290	84
December 1881, . .	30	74	28	12	290	03	348	89
Total,	\$368	88	\$220	13	\$2,292	23	\$2,881	24
Total passenger earnings for the year,							\$1,344	00
Total freight earnings for the year,							22,255	44
Total earnings from all other sources,							2,881	24
Total earnings for the year,							\$26,480	68
Total receipts from all sources on whole length of line,							\$26,480	68
Proportion of earnings in Pennsylvania to earnings of whole line,							26,480	68

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, from Portland to Pen Argyl,	\$120,000	00
Land or land damages: Right of way furnished by citizens.		
New locomotives, number of, 1,	10,000	00
New mail and baggage and passenger car combined, number of, 1,	2,000	00
Total,	\$132,000	00
Proportion for Pennsylvania,	\$132,000	00

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

All expenses for maintenance of way,	\$3,300	00
Total for maintenance of way,	\$3,300	00
Cost per mile of road kept in repair,	\$412	50
Proportion for Pennsylvania,	412	50

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$4,080	00
Salaries, wages, and incidentals chargeable to freight department,			
Fuel—number of cords of wood, 300; cost \$3 00 per cord,		900	00
Fuel—number of tons of coal, 150; cost \$3 90 per ton,		585	00
Oil and waste,		60	00
Damage for cattle killed or injured,		82	00
Taxes,		342	90
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items,		100	00
Total miscellaneous,		\$6,149	90
Amount per mile of road operated,		\$791	23
Proportion for Pennsylvania,		791	23
Total expenditures for operating the road,		9,449	90
Total charged to road and equipment,		132,000	00
Expenses per mile of road operated,		17,681	24

EARNINGS.

Passenger transportation, local,	} Total,	\$1,344	00
Passenger transportation, through,			
Freight transportation, local,	} Total,	22,255	44
Freight transportation, through,			
Mail service,		368	88
Express service,		220	13
All other sources of income,		2,292	23
Total,		\$26,480	68

OPERATING EXPENSES.

Maintenance of way and buildings,	\$3,800 00		
Miscellaneous,	6,149 90		
Total operating expenses,		\$9,449	90
Net earnings,		\$17,030	78
Earnings per mile of road operated,		\$3,310	08
Expenses per mile of road operated,		1,181	24
Net earnings,		\$2,128	84

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Delaware, Lackawanna and Western Express Company, received, as the company proportion, one third of charges.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$30 74 per month ; one trip daily.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 470 shares.

Paid to sinking fund, interest on bonds,	\$5,100	00
Balance for the year or surplus,	\$11,930	78
Total surplus,	\$11,930	78
Surplus invested as follows:		
Expended on extending the railroad to Nazareth,	\$11,930	78

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	. . . . .	. . . . .	. . . . .
Others,
Total,	1	. . . . .	. . . . .	. . . . .

Statement of each Accident.

December 31, 1881. Jerome Cole, of Portland, Pa., attempted to get on car, at Bangor depot, while in motion, missed his footing and got under the trucks ; leg and arm broken ; died five hours after.

STATE OF PENNSYLVANIA, }
County of Northampton, } ss :

Personally appeared before me, Conrad Miller, president, and John I. Miller, treasurer, of the Bangor and Portland Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

C. MILLER, *President.*
JOHN I. MILLER, *Treasurer.*

Sworn and subscribed before me, this 16th day of January, A. D. 1882.
GEO. W. MACKEY, *Notary Public.*

REPORT

OF THE

Barclay Coal Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
Edward M. Davis, President,	Chelton Hills.
J. Raymond Claghorn, Vice President,	Philadelphia.
Harvey Shaw, Secretary and Treasurer,	Norristown.
General offices at No. 154 South Fourth Street, Philadelphia.	

Names of Directors.	Residences.
I. V. Williamson,	Philadelphia.
Edward Lewis,	Philadelphia.
J. Raymond Claghorn,	Philadelphia.
Edward Hoopes,	Philadelphia.
Henry C. Davis,	Philadelphia.
William B. Warner,	Norristown.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	1,000,000	00
Capital stock, total amount now paid in,	1,000,000	00
Capital stock, number of shares issued,	20,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1882, bear interest at 7 per cent., which is payable March 1 and September 1,) amount,	\$3,500	00
Second mortgage bonds, (due 1882 and 1887, bear interest at 7 per cent., which is payable April 1 and October 1,) amount,	50,000	00
Second mortgage bonds, (due 1887, bear interest at 5 per cent., which is payable April 1 and October 1,) amount,	47,000	00
Total amount now of funded debt,	\$100,500	00
Floating Debt.		
Total amount now of floating and funded debt,	100,500	00
Funded debt as per last report,	\$65,500	00
Floating debt as per last report,	25,600	00

COST.

Total cost of entire road to date, including coal mines, estimated, \$622 600

The Barclay Coal Comany's railroad and coal mines are leased to the "Towanda Coal Company," for a term of twenty years, from January 1, 1868.

To all unanswered questions, we respectfully refer to the said Towanda Coal Company's supplemental report.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 20,000 shares.
Rate and date of all cash dividends on stock of original and consolidated companies :
March 15, 1881, \$1 per share.
June 15, 1881, 1 per share.
September 15, 1881, 1 per share.
December 15, 1881, 1 per share.
Number and per cent. of dividends, four, 8 per cent.
Amount paid in dividends, \$80,000 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Edward M. Davis, president, and Harvey Shaw, treasurer, of the Barclay Coal Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) E. M. DAVIS, *President.*
HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me this 14th day of January, A. D. 1882
J. RUSLING FLANIGEN, *Notary Public.*

REPORT

OF THE

Barclay Railroad, by the Towanda Coal Company,
Lessee, for the year ending December 31, 1881.

Post office box 839, New York.
The answers to questions on pages 3, 4, and 16, are furnished by the lessor.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line. from Towanda to Barclay,	16.23	16.23
Length of single main track,	16.23	16 23
Aggregate length of main line,	16.23	16.23
Aggregate length of sidings and other track not above enumerated,	6.02	6.02
Aggregate length of main line, branches, leased roads, sidings, and other track,	22.25	22.25

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 22.23
Miles of steel rail in use, None.
Weight of rail per yard, (iron,) 56, 65, and 70 lbs.

Bridges and Trestles.

Wooden bridges, number of, 10; aggregate length, . . . 810 feet.
Iron bridges, number of, 1; aggregate length, 168 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 8
Number of engine-houses and shops in Pennsylvania, 2;
total number entire road, 2
Number of wood and water stations on main road, 4
Value of real estate held by the company, exclusive of roadway, \$1,500

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	589	July, 1881,	1,682
February, 1881,	593	August, 1881,	1,564
March, 1881,	793	September, 1881,	1,318
April, 1881,	1,336	October, 1881,	2,052
May, 1881,	755	November, 1881,	2,153
June, 1881,	774	December, 1881,	2,938

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	531,536	Lumber,	823
Agricultural products,	385	Other articles,	3,213
Merchandise and manufactures,	1,198		

Rate of Fare for Passengers charged for the respective classes per Mile.

For first class through passengers,	2.9 cents.
For first class way passengers,	2.9 cents.

Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	25 cents.
For through coal, per ton per mile,	1½ cents.
For local freight, per ton per mile,	25 cents.
For local coal, per ton per mile,	1 cent.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$116	88	\$57	23	\$174	11
February, 1881,	117	45	51	52	168	97
March, 1881,	166	72	60	62	227	34
April, 1881,	262	59	180	79	393	38
May, 1881,	364	02	35	20	399	22
June, 1881,	319	33	51	40	370	73
July, 1881,	285	48	204	44	489	92
August, 1881,	333	07	172	09	505	16
September, 1881,	233	12	124	01	357	13
October, 1881,	203	82	171	32	375	14
November, 1881,	171	92	201	07	372	99
December, 1881,	198	20	251	26	449	46
Total,	\$2,772	60	\$1,510	95	\$4,283	55

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$7,303	79	\$264	11	\$7,567	90
February, 1881,	7,545	65	234	99	7,780	64
March, 1881,	7,448	08	10	60	7,458	68
April, 1881,	5,681	74	8	39	5,690	13
May, 1881,	6,158	96	48	33	6,207	29
June, 1881,	6,363	58	241	49	6,605	07
July, 1881,	5,918	27	221	25	6,139	52
August, 1881,	6,620	99	291	59	6,912	58
September, 1881,	5,940	14	306	61	6,246	75
October, 1881,	6,840	24	699	68	7,539	92
November, 1881,	6,114	29	469	29	6,583	58
December, 1881,	6,722	22	458	92	7,181	14
Total,	\$78,657	95	\$3,255	25	\$81,913	20

From all other Sources.

MONTHS.	Mails.		Trackage.		Miscellaneous.		Total.	
January, 1881,			\$260	00	\$265	00	\$525	00
February, 1881,			240	00	353	86	593	86
March, 1881,			270	00	820	95	690	95
April, 1881,	\$165	34	260	00	285	12	710	46
May, 1881,			260	00	866	15	626	15
June, 1881,			260	00	402	00	662	00
July, 1881,	165	34	260	00	407	47	832	81
August, 1881,			270	00	831	25	601	25
September, 1881,			260	00	238	90	496	90
October, 1881,	165	37	371	86	262	51	799	74
November, 1881,			380	17	135	00	515	17
December, 1881,	165	31	391	63	149	18	706	17
Total,	\$661	36	\$3,483	71	\$3,514	89	\$7,659	96

Total passenger earnings for the year,	\$4,283	55
Total freight earnings for the year,	81,913	20
Total earnings from all other sources,	7,659	96
Total receipts from all sources on whole length of line,	\$93,856	71
Proportion of earnings in Pennsylvania, to earnings of whole line,	93,856	71

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$3,300	00
Engine-houses, car sheds, wood and coal sheds, and water tanks,	651	91
New locomotives, number, 1,	9,832	50
New machine-shops, machinery, and tools,	1,890	96
Any other expenditures chargeable to this account,	9	00
Total,	\$15,684	37
Proportion for Pennsylvania,	\$15,684	37

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$8,984	12
New iron rails, number of tons, 108,	\$3,582	01
Less amount received for old rails,	1,585	00
Repairs of bridges,	1,997	01
	8,017	48
Total for maintenance of way,	\$13,993	61
Cost per mile of road kept in repair,	\$862	51
Proportion for Pennsylvania,	862	51

Cost of Maintenance of Motive Power and Cars.		
Repairs of locomotives,	\$8,366	10
Repairs of machinery,	783	14
Repairs of passenger, baggage, and mail cars,	247	64
Repairs of freight cars,	3,748	71
All other expenses for maintenance of motive power and cars,	120	50
Total for maintenance of motive power and cars,	\$13,266	09
Cost per mile of road operated,	\$817	38
Proportion for Pennsylvania,	817	38

MISCELLANEOUS.		
Salaries, wages, and incidentals chargeable to passenger department,	\$3,868	57
Salaries, wages, and incidentals chargeable to freight department,	15,465	53
Wages of switchmen, signalmen, gatekeepers, and watchmen,	1,508	13
Fuel—number tons of coal, 4,945; cost,	7,418	56
Oil and waste,	1,499	93
Expenses operating plane,	10,679	95
Cost of changing plane,	4,319	34
Taxes,	68	88
Telegraph expenses,	41	95
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	8,619	77
Total miscellaneous,	\$53,490	06
Amount per mile of road operated,	\$3,295	78
Proportion for Pennsylvania,	3,295	78
Total expenditures for operating the road,	80,754	76
Total charged to road and equipment,	15,684	37
Expenses per mile of road operated,	4,975	67
Expenses per mile of single track operated, not including sidings,	4,975	67
Expenses per train mile,	No record.	
Proportion for Pennsylvania,	No record.	

EARNINGS.		
Passenger transportation, local,	\$1,510 95	} Total,
Passenger transportation, through,	2,772 60	
Freight transportation, local,	\$3,255 25	} Total,
Freight transportation, through,	78,657 95	
Mail service,	681	36
Trackage,	3,483	71
Rents,	412	00
All other sources of income,	3,102	89
Total,	\$93,856	71
Operating Expenses.		
Maintenance of way and buildings,	\$13,998 61	
Maintenance of motive power and cars,	13,266 09	
Miscellaneous,	53,490 06	
Total operating expenses, \$80,754 76, being 86.04 per cent. of earnings,	80,754	76
Net earnings,	\$13,101	95
Less rent of Barclay railroad,	34,999	92
Deficit,	\$21,897	97
Earnings per mile of road operated,	\$5,782	91
Expenses per mile of road operated,	4,975	67
Net earnings per mile of road operated,	\$807	24
Deficit per mile of road operated,	\$1,349	23

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$661 36 per annum for transportation, Towanda to Barclay.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTOL.		FROM THEIR OWN MISCONDUOT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	2	. . . . .	. . . . .	. . . . .	2
Others,
Total,	2	. . . . .	. . . . .	. . . . .	2

Statement of each Accident.

March 29, 1881. At foot of plane ; Eugene Van Auken, brakeman, hand crushed in coupling engine and car; was disabled for 30 days.

September 16, 1881. At Waverly Junction ; Mace Schrader, brakeman, fell from coal car, which run over his ankle ; was disabled till December 1, 1881.

STATE OF NEW YORK, }
City and County of New York, } ss :

Personally appeared before me, Edward M. Clymer, president, and Bird W. Spencer, treasurer, of the Towanda Coal Company, lessee, of the Barclay railroad, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) EDWARD M. CLYMER, *President.*
B. W. SPENCER, *Treasurer.*

Sworn and subscribed before me this 27th day of February, A. D. 1882.
CHARLES C. MARBLE,
Notary Public, New York City and County.

REPORT

OF THE

Bedford and Bridgeport Railroad Company, for the year
ending December 31, 1881.

OFFICERS.	
Names.	Residences.
John Cassa, President,	Bedford, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia, Pa.	

Names of Directors.	Residences.
John Alsip,	Bedford, Pa.
William Chenowith,	Bedford, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
John G. Hartley,	Bedford, Pa.
Strickland Kneass,	Philadelphia, Pa.
John W. Lingenfelter,	Bedford, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
J. Price Wetherill,	Philadelphia, Pa.

CAPITAL STOCK.		
Capital stock authorized by law,	\$600,000	00
Capital stock, amount subscribed,	599,650	00
Capital stock, total amount now paid in,	599,650	00
Capital stock, number of shares issued,	11,993	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.		
Funded Debt.		
First mortgage bonds, (due January 1, 1893, bear interest at 7 per cent., which is payable January 1 and July 1,) amount,	\$1,000,000	00
Total amount now of funded debt,	\$1,000,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Matured coupons,	\$266,000	00
Total amount now of floating debt,	266,000	00
Total cash realized from capital stock and debt,	\$1,399,650	00

COST.		
Total cost of entire road to date,	\$1,423,590	61
Average of same per mile of road laid,	\$28,934	76

Equipment furnished by lessee.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Mt. Dallas to Maryland State line, .	38.70	38.70
Length of single main track,	88.70	68.70
Branches.		
Dunning's Creek branch, from Dunning's { Length of branch, .	10.50	10.50
Creek Junction to Halderbaum, . . . { Length of single track,	10.50	10.50
Aggregate length of main line and branches,	49.20	49.20
Aggregate length of sidings and other track not above enumerated,	4.80	4.80
Aggregate length of main line, branches, leased roads, sidings, and other track,	54.00	54.00

Gauge.

What is the gauge of your lines? 4 ft. 9 inches.

Track.

Miles of iron rail track in use, 48.70
Miles of steel rail track in use, 5.30
Weight of rail per yard, { Iron, 52 to 56 pounds.
 { Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 29
Wooden bridges, number of, 19; aggregate length, 2,093 feet.
Iron bridges, number of, 1; aggregate length, 16 feet.
Wooden trestles, number of, 9; aggregate length, 1,190 feet.

Stations.

Number of stations on main road: Passenger, 19; freight, 17; total, 22
Number of stations on branches, passenger, 5
Number of engine-houses and shops in Pennsylvania, 3; total number entire road, 3
Number of wood and water stations on main road, 5
How is track laid and on what foundation? White oak cross-ties on broken stone ballast.

Equipment furnished by lessee.

This road is leased, and returns are made by the Pennsylvania Railroad Company, to which company it is leased for ten years, from August 1, 1876.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$2,104	00
Total,	\$2,104	00

STOCKS AND DIVIDENDS.

Amount of common stock now outstanding, 11,993 shares,	\$599,650 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	No dividends.

STATE OF PENNSYLVANIA,)
County of Bedford,) ss :

Personally appeared before me, John Cessna, president of the Bedford and Bridgeport Railroad Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) JOHN CESSNA, *President.*

Sworn and subscribed before me, this 9th day of February, A. D. 1882.
T. J. TROUT, *Notary Public.*

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss :

Personally appeared before me, Albert Hewson, treasurer of the Bedford and Bridgeport Railroad Company, who, being duly affirmed, declares and says that the foregoing statements have been properly prepared and carefully examined, and declares them to be a true and correct statement of the condition of said company for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) ALBERT HEWSON, *Treasurer.*

Affirmed and subscribed before me, this 8th day of February, A. D. 1882.
JOHN C. SIMS, Jr., *Notary Public*

REPORT
OF THE
*Bell's Gap Railroad Company for the year ending
November 30, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Samuel G. Lewis, President,	Philadelphia.
S. T. Billmeyer, Secretary,	Philadelphia.
J. G. Cassatt, Treasurer,	Philadelphia.
R. G. Ford, General Superintendent,	Bellwood, Blair county, Pa.

General offices at 209 South Third Street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
John H. Converse,	Philadelphia.
Joseph N. DuBarry,	Philadelphia.
John Reilly,	Philadelphia.
Charles S. Wurts,	Philadelphia.
Frank S. Lewis,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law, now limited to such an amount as may be fixed by the stockholders,	\$350,000	00
Capital stock authorized by votes of company,	350,000	00
Capital stock, amount subscribed,	350,000	00
Capital stock, total amount now paid in,	350,000	00
Capital stock, number of shares issued, 7,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1893, bear interest at 7 per cent., which is payable January 1 and July 1,) amount,	\$250,000	00
First mortgage bonds, (due August 1, 1905, bear interest at 6 per cent. on the extension of the road, which is payable February 1 and August 1,) amount,	100,000	00
Total amount now of funded debt,	\$350,000	00
Funded debt as per last report, \$325,000		
Total cash realized from capital stock and debt,	\$350,000	00

COST.

Total cost of entire road to date,	\$352,338	84
Average of same per mile of road laid,	\$14,993	14
Proportion of same for Pennsylvania,	14,993	14
Total cost of entire equipment,	\$49,878	41
Average cost of equipment per mile of road operated by company, .	2,122	48
Proportion of same to Pennsylvania,	2,122	48
Cost of road and equipment per mile,	17,115	62
Proportion of same for Pennsylvania,	17,115	62

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bell's Mills to Coalport,	23.5	All.
Length of single main track,	23.5	All.
Aggregate length of main line, no branches,	23.5	All.
Aggregate length of sidings and other track not above enumerated,	3.23	All.
Aggregate length of main line and sidings,	26.73	All.

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 26.23

Miles of steel rail in use,50

Weight of rail per yard, { Iron, 35 pounds.

 { Steel, 33 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 7

Wooden trestles, number of, 7; aggregate length, 1,615 feet.

Stone bridges, None.

Iron bridges, None.

Wooden bridges, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight combined, 14

Number of engine-houses and shops in Pennsylvania, 3;	
total number entire road,	3
Number of wood and water stations on main road,	3
Number of tunnels,	None.

How is track laid, and on what foundation? White oak cross-ties, sand-stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight,	1	\$7,228	00
Number of locomotives of more than 10 tons weight,	2	8,700	00
Number of first-class passenger cars,	1	1,900	00
Number of second-class passenger cars,	6	556	00
Number of box cars,	1	390	00
Number of freight cars, { House cars,	2	392	00
	29	288	00
Number of coal, ore, and stone cars,	35	126	00
Number of caboose cars,	2	100	00
Number of transfer trucks,	30	205	00

What kind of train brake is in use on your road? Hand-brakes.	
Average number of cars in passenger trains, including baggage cars, and in freight trains, combined,	30
Average weight of passenger and freight trains, including locomotive and tender, in working order,	63 tons.

Employees.

Average number of persons regularly employed by company, including officials,	52
Same in Pennsylvania,	All.

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger, freight, and coal trains, combined,	63,746
Number of through passengers for the year on main road,	2,362
Number of passengers (all classes) carried in cars,	26,841
Number of passengers carried one mile,	196,740
Number of passengers carried one mile in Pennsylvania,	All.
Number of tons of 2,000 pounds of through freight for the year on main road,	7,235.30
Number of tons of freight carried one mile,	1,272,793
Number of tons of freight carried one mile in Pennsylvania,	All.
Gross amount of tonnage for the year, (2,000 pounds per ton,)	107,538.25
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12

Average rate of speed adopted by express trains, including stops, (miles per hour)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour)	12

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1880,	1,342	July, 1881,	4,278
January, 1881,	831	August, 1881,	4,819
February, 1881,	959	September, 1881,	3,085
March, 1881,	1,860	October, 1881,	2,679
April, 1881,	1,814	November, 1881,	1,810
May, 1881,	1,433		
June, 1881,	2,431	Total,	26,841

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	86,628,172	Lumber,	14,449,619
Merchandise and manufactures,	2,244,894	Bark,	4,215,888

Rate of Fare for Passengers charged for the respective classes per Mile.

For first-class through passengers,	4 cents.
For first-class way passengers,	4 cents.

Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	6 cents.
For through coal, per ton per mile,	2.13 cents.
For local freight, per ton per mile,	8 cents.
For local coal, per ton per mile,	5 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1880,			\$462	22	462	22
January, 1881,	\$40	48	278	62	319	10
February, 1881,	43	24	286	01	329	25
March, 1881,	196	00	466	16	662	16
April, 1881,	375	36	546	81	922	17
May, 1881,	78	20	475	18	553	33
June, 1881,	235	52	594	89	829	91
July, 1881,	308	12	737	55	1,045	67
August, 1881,	272	32	860	69	1,133	01
September, 1881,	151	80	774	43	926	23
October, 1881,	146	28	623	86	769	64
November, 1881,	112	24	512	98	625	22
Total,	\$1,959	56	\$6,618	35	\$8,577	91

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1880, . . . . .	. . . . .	. .	\$4,443	99	\$4,443	99
January, 1881, . . . . .	. . . . .	. .	4,424	71	4,424	71
February, 1881, . . . . .	. . . . .	. .	5,230	33	5,230	33
March, 1881, . . . . .	. . . . .	. .	5,791	80	5,791	80
April, 1881, . . . . .	. . . . .	. .	5,094	04	5,094	04
May, 1881,	\$56	02	5,320	01	5,376	03
June, 1881, . . . . .	. . . . .	. .	5,817	30	5,817	30
July, 1881,	103	78	5,424	66	5,528	44
August, 1881,	405	37	6,852	08	7,257	45
September, 1881,	699	10	5,832	50	6,031	60
October, 1881,	1,088	73	6,823	17	7,911	90
November, 1881,	1,264	65	6,580	18	7,844	83
Total,	\$3,617	65	\$67,134	77	\$70,752	42

From all other Sources.

MONTHS.	Mails.		Expres ^s .		Miscellaneous.		Total.	
December, 1880,	\$25	18	. . . . .	. .	\$171	82	\$197	00
January, 1881,	25	18	. . . . .	. .	205	85	230	53
February, 1881,	25	18	. . . . .	. .	166	99	192	17
March, 1881,	25	18	. . . . .	. .	181	56	206	74
April, 1881,	25	18	. . . . .	. .	159	76	184	94
May, 1881,	28	18	. . . . .	. .	406	40	431	58
June, 1881,	25	18	. . . . .	. .	181	36	156	54
July, 1881,	25	18	. . . . .	. .	125	83	151	01
August, 1881,	25	18	. . . . .	. .	247	60	272	78
September, 1881,	84	39	. . . . .	. .	106	96	191	35
October, 1881,	84	39	. . . . .	. .	125	85	209	74
November, 1881,	84	39	. . . . .	. .	133	17	217	59
Total,	\$479	79	. . . . .	. .	\$2,162	15	\$2,641	94

Total passenger earnings for the year,	\$8,577	91
Total freight earnings for the year,	70,752	42
Total earnings from all other sources,	2,641	94
Total earnings for the year,	\$81,972	27
Total receipts from all sources on whole length of line,	\$81,972	27
Proportion of earnings in Pennsylvania, to earnings of whole line, . All.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$29,548	67
New passenger cars, number of, 1,	1,900	00
New box cars, number of, 1,	390	00
New machine shops, machinery, and tools, cost of putting in transfer,	5,691	41
Any other expenditures chargeable to this account : 30 pair transfer trucks,	6,160	92
Total,	\$43,690	00
Proportion for Pennsylvania, All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$11,800	85
New iron rails, {		
New steel rails, { Included in cost of extension.		
Total for maintenance of way,	\$11,800	35
Cost per mile of road kept in repair,	\$502	14
Proportion for Pennsylvania, All.		

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$5,333	48
Repairs of machinery,		
Repairs of passenger, baggage, and mail cars,		
Repairs of freight cars,		
All other expenses for maintenance of motive power and cars, . . .		
Total for maintenance of motive power and cars,	\$5,333	48
Cost per mile of road operated,	\$226	96
Proportion for Pennsylvania,	226	96

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$1,773	68
Salaries, wages, and incidentals chargeable to freight department,	15,034	64
Wages of switchmen, signal men, gate keepers, and watchmen,		
Fuel—number tons of coal, 1,532.45; cost,		
Oil and waste,	878	52
Taxes,	11	55
Telephone expenses,	122	00
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items,	3,511	61
Total miscellaneous,	\$22,771	82
Amount per mile of road operated,	\$969	01
Proportion for Pennsylvania,	969	01
Total expenditures for operating the road,	39,905	65
Total charged to road and equipment,	43,691	00
Expenses per mile of road operated,	1,698	11
Proportion for Pennsylvania,	1,698	11

EARNINGS.

Passenger transportation, local,	\$6,618 35	} Total,	\$8,577	91
Passenger transportation, through,	1,959 56			
Freight transportation, local,	67,184 77	} Total,	70,752	42
Freight transportation, through,	3,617 65			
Mail service,			479	79
All other sources of income,			2,162	15
Total,			\$81,972	27
Operating Expenses.				
Maintenance of way and buildings,	\$11,800 35			
Maintenance of motive power and cars,	5,333 48			
Miscellaneous,	22,771 82			
Total operating expenses, being 48 ⁸⁸ / ₁₀₀ per cent. of earnings, . . .			39,905	65
Net earnings,			\$42,066	62
Earnings per mile of road operated,			\$3,488	18
Expenses per mile of road operated,			1,698	11
Net earnings,			\$1,790	07

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? None.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? At rate of \$302 16 per year, until September 1, 1880; at rate of \$1,012 74 per year, since September 1, 1880. Daily, Sundays excepted.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued :
None.
Amount of common stock now outstanding, \$350,000 00
Amount of stock issued as stock dividends, and dates of issue : None.
Rate and date of all cash dividends on stock of original and consolidated companies : None.

Statement of each Accident.

June 30, 1880. Henry Cartwright; fatal; fell from hand car at Vowinkles.

STATE OF PENNSYLVANIA,)
County of Philadelphia,} ss :

Personally appeared before me, Samuel G. Lewis, president, and J. G. Cassatt, treasurer, of the Bell's Gap Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 3^d, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

SAMUEL G. LEWIS, *President.*
J. G. CASSATT, *Treasurer.*

Sworn and subscribed before me this 18th day of January, A. D. 1882.
ALEXANDER RAMSEY, *Notary Public.*

REPORT

OF THE

Berlin Railroad Company, for the year ending September 30, 1881.

OFFICERS.

Names.	Residences.
J. B. Washington, President,	Pittsburgh.
Welty McCullogh, Secretary and Treasurer,	Pittsburgh.
J. L. Randolph, Chief Engineer,	Martinsburg, Va.
Thomas M. King, General Superintendent,	Pittsburgh.

General offices at Pittsburgh, Pa.

Names of Directors.	Residences.
J. G. Harvey,	Baltimore.
Welty McCullogh,	Pittsburgh.
Robert Garrett,	Baltimore.
W. H. Koontz,	Somerset, Pa.
S. Philson,	Berlin, Pa.
S. A. Philson,	Berlin, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$50,000	00
Capital stock, amount subscribed,		50,000	00
Capital stock, total amount now paid in,		50,000	00
Capital stock, number of shares issued,	1,000		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Garrett to Berlin,	8.12	8.12

Gauge.

What is the gauge of your lines? 4 ft. 8 $\frac{3}{4}$ inches.

Track.

Miles of iron rail in use, 8.12
Weight of rail per yard, 45 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 9
Wooden bridges, number of, 9; aggregate length, 1,160 feet.

Stations.

Number of stations on main road, passenger and freight, 8
Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Number of wood and water stations on main road, 2
How is track laid and on what foundation? Cross-ties resting on stone and gravel bed.

Equipment.

Number of locomotives of more than 20 tons weight, 1
Average number of cars in passenger trains, including baggage cars, 2
Average weight of passenger trains, including locomotive and tender, in working order, 45 tons.

Employees.

Average number of persons regularly employed by company, including officials, 12
Same in Pennsylvania, 12

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains. Included in Pittsburgh and Connellsville railroad report.
Number of miles run by freight trains. Included in Pittsburgh division.
Number of passengers (all classes) carried in cars, 4,045
Number of passengers carried one mile, 26,649
Number of passengers carried one mile in Pennsylvania, 26,649

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1880,	402	April, 1881,	328
November, 1880,	280	May, 1881,	342
December, 1880,	228	June, 1881,	395
January, 1881,	181	July, 1881,	412
February, 1881,	183	August, 1881,	442
March, 1881,	341	September, 1881,	511

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	83,108 ⁶ / ₇₀	Stone and lime,	114 ³ / ₇₀
Petroleum and other oils,	14 ¹ / ₇₀	Agricultural products,	459 ⁸ / ₇₀
Railroad iron,	12 ⁸ / ₇₀	Lumber,	398 ¹ / ₇₀
Other iron or castings,	7	Other articles,	659 ¹ / ₇₀

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
October, 1880,			\$118 90
November, 1880,			149 65
December, 1880,			80 70
January, 1881,			50 45
February, 1881,			52 25
March, 1881,			92 25
April, 1881,			97 95
May, 1881,			95 65
June, 1881,			120 80
July, 1881,			203 55
August, 1881,			148 30
September, 1881,			148 65
Total,			\$1,358 10

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
October, 1880,			\$506 36
November, 1880,			499 23
December, 1880,			353 08
January, 1881,			410 59
February, 1881,			428 92
March, 1881,			455 99
April, 1881,			682 64
May, 1881,			443 86
June, 1881,			188 58
July, 1881,			552 62
August, 1881,			353 03
September, 1881,			417 08
Total,			\$5,291 98

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1880,			\$12	10			\$12	10
November, 1880,	\$60	77	21	23			82	00
December, 1880,			24	57			24	57
January, 1881,			6	72			6	72
February, 1881,	91	16	4	66			95	82
March, 1881,			7	02			7	02
April, 1881,			7	50			7	50
May, 1881,			13	72			13	72
June, 1881,			14	32			14	32
July, 1881,			54	22			54	22
August, 1881,			55	00			55	00
September, 1881,	182	12	25	00			207	12
	\$334	05	\$246	06			\$580	11
Total passenger earnings for the year,							\$1,358	10
Total freight earnings for the year,							5,291	98
Total earnings from all other sources,							580	11
Total earnings for the year,							\$7,230	19
Total receipts from all sources on whole length of line, All.								
Proportion of earnings in Pennsylvania, to earnings of whole line, All.								

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of bridges,	\$188	74
Repairs of buildings and fixtures,	10	43
All other expenses for maintenance of way,	5,743	10
Total for maintenance of way,	\$5,942	27

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$187	77
Repairs of passenger, baggage, and mail cars,	48	93
All other expenses for maintenance of motive power and cars,	258	19
Total for maintenance of motive power and cars,	\$454	89
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$2,083	56
Salaries, wages, and incidentals chargeable to freight department,		
Wages of switchmen, signalmen, gatekeepers, and watchmen, depot labor,	25	00
Oil and waste,	122	47
Taxes,	62	97
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	12	80
Total miscellaneous,	\$2,306	80
Total expenditures for operating the road,	\$8,703	96
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local,	} Total, .	\$1,358	10
Passenger transportation, through,			
Freight transportation, local,	} Total, .	5,291	98
Freight transportation, through,			
Mail service,		334	05
Express service,		246	06
Total,		\$7,230	19
Operating Expenses.			
Maintenance of way and buildings,		\$5,942	27
Maintenance of motive power and cars,		454	89
Miscellaneous,		2,306	80
Total operating expenses,		8,703	96
Included in the above total expense :			
For cross-ties,		\$980	21
For rails,		1,169	56
For lumber,		187	78
		\$2,287	50
Deficit,		\$1,473	87

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Baltimore and Ohio express ; fifteen cents per 100 pounds.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Amount allowed by postal laws ; amount received, \$334 05.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$50,000 00

STATE OF PENNSYLVANIA,)
County of Allegheny, city of Pittsburgh,) ss :

Personally appeared before me, J. B. Washington, president, and Welty McCullogh, treasurer, of the Berlin Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct

statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. B. WASHINGTON, *President.*
WELTY McCULLOGH, *Treasurer.*

Sworn and subscribed before me, this 21st day of February, A. D. 1882.
JOHN S. KENNEDY, *Alderman.*

REPORT

OF THE

*Berlin Branch Railroad Company for the year ending
December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. W. Eichelberger, President,	Hanover, Pa.
A. W. Storm, Secretary,	East Berlin, Pa.
Jacob Resser, Treasurer,	East Berlin, Pa.
David Wills, General Solicitor,	Gettysburg, Pa.
Amos Weisensall, Track Boss,	Abbottstown, Pa.

General offices at Hanover, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
A. W. Eichelberger,	Hanover, Pa.
R. M. Wert,	Hanover, Pa.
Stephen Kefer,	Hanover, Pa.
Joseph Wolf,	Abbottstown, Pa.
William Bittinger,	Abbottstown, Pa.
Samuel Miesenhelder,	East Berlin.
George W. Diehl,	East Berlin.
William S. Hildebrand,	East Berlin.
A. W. Storm,	East Berlin.
Jacob Resser,	East Berlin.

CAPITAL STOCK.

Capital stock authorized by law,	\$75,000	00
Capital stock authorized by votes of company: One for each share.		
Capital stock, amount subscribed,	45,900	00
Capital stock, total amount now paid in,	43,101	42
Capital stock, number of shares issued,	862	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1896, bear interest at 6 per cent., which is payable April 1 and October 1,) amount,	\$25,000	00
Second mortgage bonds, (due 1898, bear interest at 6 per cent., which is payable July 1 and January 1,) amount,	9,200	00
Total amount now of funded debt,	\$34,200	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$5,810	06
Debt incurred for any other purpose, and for what: Operating road,	1,808	29
Total amount now of floating debt,	7,618	35
Total amount now of floating and funded debt,	\$41,818	35
Funded debt as per last report,	\$25,700	00
Floating debt as per last report,	12,341	10
Total cash realized from capital stock and debt,	\$84,919	77

COST.

Total cost of entire road to date,	\$75,685	49
Average of same per mile of road laid,	\$10,812	21½
Proportion of same for Pennsylvania,	All.	
Total cost of entire equipment,	No equipment.	

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Red Hill to East Berlin,	7	7
Length of single main track,	7	

Gauge.

What is the gauge of your lines? 4 ft. 8 inches.

Track.

Miles of iron rail in use, 7
Weight of rail per yard, iron, 50 and 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, (no trestles,) 2
Wooden bridges, aggregate length, 80 feet.
Stone bridges, None.
Iron bridges, None.
Wooden trestles, None.

Stations.

Number of stations on main road, passenger and freight, 3
How is track laid and on what foundation? Part earth, part stone.

Equipment.

No equipment.
Road worked by Hanover Junction, Hanover and Gettysburg Railroad Company.
Average number of cars in passenger trains, including baggage cars : All mixed trains.

Employees.

Average number of persons regularly employed by company, including officials, in Pennsylvania, 8

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger and freight trains, 4,368
Number of through passengers for the year on main road, 4,319½
Number of passengers (all classes) carried in cars, 4,319½
Number of passengers carried one mile, 39,936
Number of tons of 2,000 pounds of through freight for the year on main road, 8,375⁵⁹⁷/₁₀₀₀
Number of tons of freight carried one mile, 58,627¹⁷⁹/₁₀₀₀
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 16

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	165	September, 1881,	408½
February, 1881,	147½	October, 1881,	295½
March, 1881,	222	November, 1881,	237
April, 1881,	257	December, 1881,	241½
May, 1881,	346		
June, 1881,	221½		4,319½
July, 1881,	908		
August, 1881,	867		

Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, 2 to 4 cents.
For local freight, per ton per mile, 2 to 4 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$37	43	.	.	.	.
February, 1881,	48	02	.	.	.	.
March, 1881,	53	17	.	.	.	.
April, 1881,	61	84	.	.	.	.
May, 1881,	74	52	.	.	.	.
June, 1881,	51	05	.	.	.	.
July, 1881,	148	53	.	.	.	.
August, 1881,	142	54	.	.	.	.
September, 1881,	71	41	.	.	.	.
October 1881,	66	20	.	.	.	.
November, 1881,	53	46	.	.	.	.
December, 1881,	55	02	.	.	.	.
Total,	\$858	19	.	.	\$858	19

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$150	49	.	.	.	.
February, 1881,	248	98	.	.	.	.
March, 1881,	283	89	.	.	.	.
April, 1881,	206	58	.	.	.	.
May, 1881,	257	06	.	.	.	.
June, 1881,	175	74	.	.	.	.
July, 1881,	205	55	.	.	.	.
August, 1881,	448	35	.	.	.	.
September, 1881,	308	21	.	.	.	.
October, 1881,	350	36	.	.	.	.
November, 1881,	247	50	.	.	.	.
December, 1881,	222	63	.	.	.	.
Total,	\$3,100	34	.	.	\$3,100	34

From all other Sources.

MONTHS.	Mails.		Express.		Rents.		Total.	
January, 1881,	\$3	63	.	.	.	.
February, 1881,
March, 1881,	*\$539	19	.	.	.	.	.	.
April, 1881,
May, 1881,
June, 1881,	17	35	.	.	.	.
July, 1881,	8	95	.	.	.	.
August, 1881,	2	18	.	.	.	.
September, 1881,	1	94	.	.	.	.
October, 1881,	1	06	.	.	.	.
November, 1881,	4	20	.	.	.	.
December, 1881,	52	\$80	00	.	.
Total,	\$539	19	\$34	81	\$80	00	\$654	00

Total passenger earnings for the year,	\$858	19
Total freight earnings for the year,	3,100	34
Total earnings from all other sources,	654	00
Total earnings for the year,	\$4,612	53
Proportion of earnings in Pennsylvania, to earnings of whole line, All.		

* Mail part, back pay for 1878.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$175	00
Any other expenditures chargeable to this account, costs,	312	72
Total,	\$487	72

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$878	72
Total for maintenance of way,	\$878	72
Cost per mile of road kept in repair,	\$125	53½

Cost of maintenance of Motive Power and Cars.

All other expenses, use of motive power and cars, . . . \$1,808 29

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	{	\$260	50
Salaries, wages, and incidentals chargeable to freight department,		52	35
Taxes,		80	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,			
Total miscellaneous,		\$392	85
Amount per mile of road operated,		\$56	12½
Total expenditures for operating the road,	{	2,201	14
Total charged to road and equipment,		314	44½
Expenses per mile of road operated,			40
Expenses per train mile,			

EARNINGS.

Passenger transportation, local,	{ Total,	\$858	19
Passenger transportation, through,			
Freight transportation, local,	{ Total,	3,100	34
Freight transportation, through,			
Mail service,		539	19
Express service,		34	81
Rents,		80	00
Total,		\$4,612	58
Operating Expenses.			
Maintenance of way and buildings,		\$1,366	44
Maintenance of motive power and cars,		1,808	29
Miscellaneous,		392	85
Total operating expenses,		3,567	58
Net earnings,		\$1,044	95
Earnings per mile of road operated,		\$658	44
Expenses per mile of road operated,		509	65½
Net earnings per mile,		\$149	27½

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Adams express.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$77 05 per quarter.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, None.

ACCIDENTS TO PERSONS.

No accidents.

STATE OF PENNSYLVANIA,)
County of York,) 88 :

Personally appeared before me, A. W. Eichelberger, president, and Jacob Resser, treasurer, of the Berlin Branch Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) A. W. EICHELBERGER, *President.*
JACOB RESSER, *Treasurer.*

Sworn and subscribed before me, this 1st day of February, A. D. 1882.
C. W. FORNEY,
Justice of the Peace, Hanover, Pa.

REPORT

OF THE

*Bethlehem and Belvidere Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

Names.	Residences.
Charles Brodhead, President,	Bethlehem.
S. Shepherd, Secretary and Treasurer,	Philadelphia.

General offices at 233 South Third street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
E. W. Clark,	Philadelphia.
F. C. Yarnall,	Philadelphia.
S. Shepherd,	Philadelphia.
C. F. Howell,	Philadelphia.
E. W. Clark, Jr.,	Philadelphia.
Charles Gibbons, Jr.,	Philadelphia.

CAPITAL STOCK.

Capital stock, amount subscribed,	\$100,000	00
Capital stock, total amount now paid in,	10,000	00
Capital stock, number of shares issued, 2,000		
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Solomon Shepherd, treasurer of the Bethlehem and Belvidere Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 20th day of February, A. D. 1882.
WM. C. ALDERSON, *Notary Public.*



REPORT
OF THE
*Bradford, Bordell and Kinzua Railroad Company, for
the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John J. Carter, President,	Titusville, Pa.
R. G. Taylor, Vice President,	Buffalo, N. Y.
B. C. Williams, Secretary and Treasurer,	Buffalo, N. Y.

W. W. Brown, General Solicitor, Bradford, Pa.
R. G. Taylor, General Manager, Buffalo, N. Y.
B. C. Williams, General Superintendent, Buffalo, N. Y.

General offices at Bradford, McKean county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
John J. Carter,	Titusville, Pa.
H. F. Sweetser,	Titusville, Pa.
W. W. Brown,	Bradford, Pa.
A. I. Wilcox,	Bradford, Pa.
John A. Read,	Bradford, Pa.
B. N. Hurd,	Titusville, Pa.
R. G. Taylor,	Buffalo, N. Y.
W. S. Bissell,	Buffalo, N. Y.
B. C. Williams,	Buffalo, N. Y.
R. C. Velas,	New York, N. Y.
R. G. Person,	East Aurora, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	250,000	00
Capital stock, total amount now paid in,	250,000	00
Capital stock, number of shares issued, 2,500		
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$10,673 28		
The amount now of floating debt,		\$10,673	28
Total amount now of floating and funded debt,		\$10,673	28
Floating debt, as per last report,	\$18,404 85		

COST.

Total cost of entire road to date,	\$198,827	63
Average of same per mile of road laid, 20.50,	\$9,698	90
Proportion of same for Pennsylvania,	9,698	90
Total cost of entire equipment,	\$76,136	99
Average cost of equipment per mile of road operated by company,	3,714	00
Proportion of same to Pennsylvania,	3,714	00
Cost of road and equipment per mile,	13,412	90
Proportion of same for Pennsylvania,	13,412	90

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bradford, Pa., to Simpson, Pa., . . .	15	15
Length of single main track,	15	15
Branches.		
Bordell branch, from Kinzua Junction, { Pa., to Bordell, Pa., }	Length of branch, . . .	2.81
	Length of single track, .	2.81
Leased Roads.		
Bradford, Bordell and Smethport rail- road, from Simpson, Pa., to Smeth- port, Pa., }	Length of road,	11.45
	Length of single track, .	11.45
Aggregate length of main line and branches,	17.81	17.81
Aggregate length of leased roads,	11.45	11.45
Aggregate length of sidings and other track not above enumer- ated: Bradford, Bordell and Smethport sidings, . . . . .	.68	.68
Aggregate length of sidings and other track not above enumer- ated: Bradford, Bordell and Kinzua sidings,	2.69	2.69
Aggregate length of main line, branches, leased roads, sidings, and other track,	32.63	32.63

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Weight of rail per yard, iron, 30 pounds.

Bridges and Trestles.

Wooden bridges, None.
Stone bridges, None.
Iron bridges, None.
Wooden trestles, number of, 4 ; aggregate length, . . . 581 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? New York, Lake Erie and Western railroad, at Bradford, Pa. Bradford railroad, at Bradford, Pa.

Similar statement is made on separate report for Bradford, Bordell and Smethport railroad.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger and freight,
3 ; freight, 1 ; total, 4
Number of stations on branches, passenger and freight, . . . 2

Number of stations on leased roads, passenger and freight,	2
Number of engine-houses and shops in Pennsylvania, 2; total number entire road,	2
Number of wood and water stations on main road, . . .	3
Number of wood and water stations on leased roads, . .	2
Number of tunnels,	None.

How is track laid, and on what foundation? Hemlock and hard wood ties, six inches face, six feet long, tamped and surfaced with adjacent material.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight,	5	\$7,034	85
Number of first-class passengar cars,	5	2,480	55
Number of baggage, mail, and express cars,	2	808	64
Number of freight cars: Box cars, 9; flat, 29; total,	38		
Number of gondolas.	32		

What kind of train-brake is in use on your road? Eames' vacuum air-brake on passenger equipment; hand-brake on freight equipment.	
Average number of cars in passenger train, including baggage cars,	3
Average number of cars in freight trains,	7
Average weight of passenger trains, including locomotive and tender, in working order,	47.25 tons.
Average weight of freight trains, including locomotive and tender, in working order,	58.25 tons.

Employees.

Average number of persons regularly employed by company, including officials,	106
Same in Pennsylvania,	106

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	68,478
Number of miles run by freight trains,	25,666
Number of miles run by mixed trains,	17,147
Number of through passengers for the year on main road: All way passengers.	
Number of passengers (all classes) carried in cars, . . .	190,324
Number of passengers carried one mile,	1,843,456
Number of passengers carried one mile in Pennsylvania, .	1,843,456
Number of tons of 2,000 pounds of through freight for the year on main road,	38,005
Number of tons of freight carried one mile,	506,698.55
Number of tons of freight carried one mile in Pennsylvania,	506,698.55

Gross amount of tonnage for the year, (2,000 pounds per ton,)	38,005
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12½
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	8

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	12,038	July, 1881,	15,047
February, 1881,	13,690	August, 1881,	16,503
March, 1881,	17,283	September, 1881,	15,529½
April, 1881,	22,557	October, 1881,	16,473
May, 1881,	21,061	November, 1881,	11,895
June, 1881,	16,833	December, 1881,	11,364

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	101.29	Agricultural products,	3,878.24
Bituminous coal,	1,099.23	Merchandise and manufactures,	1,306.60
Petroleum and other oils,	251.64	Lumber,	14,436.98
Other iron or castings,	1,646.13	Other articles,	15,026.39
Stone and lime,	258.50		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	5 cents.
For first-class way passengers,	5 cents.
For second-class through passengers,	5 cents.
For second-class way passengers,	5 cents.

Rate per ton (of 2,000 pounds,) per mile charged for Freight.

For through freight, per ton per mile,	10.15 cents.
For through coal, per ton per mile,	10.15 cents.
For local freight, per ton per mile,	10.15 cents.
For local coal, per ton per mile,	10.15 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$5,541 25
February, 1881,			6,332 96
March, 1881,			4,601 74
April, 1881,			9,598 90
May, 1881,			10,188 37
June, 1881,			8,919 41
July, 1881,			7,685 45
August, 1881,			7,634 43
September, 1881,			7,829 45
October, 1881,			6,720 50
November, 1881,			5,924 15
December, 1881,			6,246 20
Total,			\$92,172 81

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$3,494 72
February, 1881,			5,332 56
March, 1881,			7,700 75
April, 1881,			6,940 44
May, 1881,			5,535 54
June, 1881,			4,823 57
July, 1881,			4,743 94
August, 1881,			4,231 36
September, 1881,			5,212 53
October, 1881,			5,067 12
November, 1881,			4,222 87
December, 1881,			4,152 05
Total,			\$61,457 45

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	\$110 58	\$229 81	\$82 50	\$422 89
February, 1881,	110 58	257 63	55 00	423 21
March, 1881,	110 58	329 75	35 00	475 33
April, 1881,	110 58	424 55	69 66	604 79
May, 1881,	110 58	431 51	66 66	608 75
June, 1881,	110 58	435 20	66 66	612 44
July, 1881,	110 58	340 92	294 66	746 16
August, 1881,	110 58	359 70	303 55	773 83
September, 1881,	110 58	324 42	236 05	671 05
October, 1881,	110 58	272 21	224 50	607 29
November, 1881,	110 58	230 86	219 98	561 42
December, 1881,	110 57	242 88	282 66	636 11
Total,	\$1,826 95	\$3,879 44	\$1,936 88	\$7,143 27

Total passenger earnings for the year,	\$92,172 81
Total freight earnings for the year,	61,457 45
Total earnings from all other sources,	7,143 27
Total earnings for the year,	\$160,773 53
Total receipts from all sources on whole length of line,	\$160,773 53
Proportion of earnings in Pennsylvania to earnings of whole line: All in Pennsylvania.	

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$558 15
Passenger and freight-houses,	923 94
Engine-houses, car-sheds, wood and coal-sheds, and water-tanks,	609 35
New locomotives, (old engine re-built,) number of, 1,	3,868 70
Any other expenditures chargeable to this account,	1,500 93
Total,	\$7,461 07
Proportion for Pennsylvania,	\$7,461 07

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$20,551	83
Repairs of bridges,	136	52
Repairs of buildings and fixtures,	51	36
All other expenses for maintenance of way,	804	61
Total for maintenance of way,	\$21,544	32
Cost per mile of road kept in repair, 32.63,	\$660	26
Proportion for Pennsylvania,	660	26

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$3,632	87
Repairs of machinery,	158	25
Repairs of passenger, baggage, and mail cars,	1,471	24
Repairs of freight cars,	840	94
All other expenses for maintenance of motive power and cars,	510	84
Total for maintenance of motive power and cars,	\$6,614	14
Cost per mile of road operated,	\$187	26
Proportion for Pennsylvania,	187	26

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	\$11,717	00
Salaries, wages, and incidentals chargeable to freight department, .	23,114	70
Wages of switchmen, signalmen, gatekeepers, and watchmen, . . .	1,424	79
Fuel—coal,	9,580	01
Oil and waste,	1,006	93
Damages for injuries to persons,	28	94
Damages for cattle killed or injured,	67	50
Damage for loss of goods and baggage,	533	68
Taxes,	6,015	86
Telegraph expenses,	1	22
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	5,500	24
Total miscellaneous,	\$58,990	87
Amount per mile of road operated,	\$1,807	87
Proportion for Pennsylvania,	1,807	87
Total expenditures for operating the road,	87,149	33
Total charged to road and equipment,	7,461	07
Expenses per mile of road operated,	2,670	83
Expenses per mile of single track operated, not including sidings, . .	2,978	44
Expenses per train mile,		78½
Proportion for Pennsylvania,		78½

EARNINGS.

Passenger transportation, local and through,	\$92,172	81
Freight transportation, local and through,	61,457	45
Mail service,	1,826	95
Express service,	8,879	44
Rents,	1,149	00
All other sources of income,	787	88
Total,	\$160,773	58
Operating Expenses.		
Maintenance of way and buildings,	\$21,544	82
Maintenance of motive power and cars,	6,614	14
Miscellaneous,	58,990	87
Total operating expenses, being 54.20 per cent. of earnings, . .	87,149	33
Net earnings,	\$73,624	20
Earnings per mile of road operated,	\$4,927	13
Expenses per mile of road operated,	2,670	83
Net earnings,	\$2,256	30

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? The United States Express Company, who pay us one and one half times first-class freight rates for all goods carried.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None run.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$42 75 per mile a year; service daily except Sunday.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$250,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies :	
January 1, 1881, \$2 00 per share,	\$5,000 00
February 1, 1881, 2 00 per share,	5,000 00
March 1, 1881, 2 00 per share,	5,000 00
April 1, 1881, 2 00 per share,	5,000 00
May 1, 1881, 2 00 per share,	5,000 00

June	1, 1881,	\$2 00 per share,	5,000 00
July	1, 1881,	2 00 per share,	5,000 00
August	1, 1881,	2 00 per share,	5,000 00
September	1, 1881,	2 00 per share,	5,000 00
October	1, 1881,	2 00 per share,	5,000 00
November	1, 1881,	2 00 per share,	5,000 00
December	1, 1881,	2 00 per share,	5,000 00

Number and per cent. of dividends : 12 dividends, 2 per cent each.			
Amount paid in dividends,		\$60,000	00
Paid for rent of leased line,		9,000	00
Balance for the year, or surplus,		\$1,624	20
Surplus at commencement of the year,		26,519	89
Total surplus,		\$31,144	09
Surplus invested as follows:			
Cash and loans,		}	\$1,756
Balance of accounts due company,			
Other items:			
Construction and equipment, Bradford, Bordell and Kinzua railroad,	\$24,964 62		
Construction and equipment, Bradford, Bordell and Smethport railroad,	8,476 96		
Bordell and Wolf Run Plank Road Company stock,	946 00		
		29,387	58

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,			1	5	1	5
Others,						
Total,			1	5	1	5

Statement of each Accident.

March 23, 1881. Near Smethport; James Kenney, trackman, fell in front of hand-car; leg broken.

April 22, 1881. At Aiken; Patrick Savage, freight train conductor, severely bruised by the falling of a heavy piece of iron which he was assisting to unload.

May 15, 1881. At Bradford; B. A. Knight, brakeman; body slightly bruised while coupling cars.

August 14, 1881. At Smethport; William Roberts, trackman, riding on engine, fatally scalded by steam escaping from pipe broken when engine ran off track.

August 23, 1881. At Kinzua Junction; A. C. White, brakeman; hand
bruised while coupling cars; no bones broken.

October 23, 1881. At Aiken; Frank Boggs, brakeman; thumb and fin-
gers broken while coupling cars.

STATE OF PENNSYLVANIA,)
County of McKean,) ss:

Personally appeared before me, John J. Carter, president, and B. C. Wil-
liams, treasurer, of the Bradford, Bordell and Kinzua Railrad Company,
who, being duly sworn, do depose and say that they caused the foregoing
statements to be prepared by the proper officers and agents of this com-
pany, and having carefully examined the same, declare them to be a true,
full, and correct statement of the condition and affairs of said company,
for the financial year ending December 31, A. D. 1881, according to the
best of their knowledge and belief.

(Signed)

JNO. J. CARTER, *President.*
B. C. WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this 24th day of January, A. D. 1882.
GEO. A. STURGEON, *Notary Public.*

REPORT

OF THE

Bradford, Bordell and Smethport Railroad Company,
for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
W. W. Brown, President,	Bradford, Pa.
R. G. Taylor, Vice President,	Buffalo, N. Y.
B. C. Williams, Secretary and Treasurer,	Buffalo, N. Y.

General offices at Bradford, McKean county, Pa.

Names of Directors.	Residences.
John J. Carter,	Titusville, Pa.
R. G. Taylor,	Buffalo, N. Y.
W. W. Brown,	Bradford, Pa.
H. F. Sweetser,	Titusville, Pa.
W. S. Bissell,	Buffalo, N. Y.
B. C. Williams,	Buffalo, N. Y.
J. W. Humphrey,	Bradford, Pa.
Henry Hamlin,	Smethport, Pa.
R. C. Villas,	New York, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued, 1,000		
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

COST.

Total cost of entire road to date,	\$88,223	51
Average of same per mile of road laid,	\$7,273	17
Proportion of same for Pennsylvania,	7,273	17
Total cost of entire equipment,	\$11,776	49
Average cost of equipment per mile of road operated by company,	970	85
Proportion of same to Pennsylvania,	970	85
Cost of road and equipment per mile,	8,244	02
Proportion of same for Pennsylvania,	8,244	02

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Simpson, Pa., to Smethport, Pa.,	11.45	11.45
Length of single main track,	11.45	11.45
Aggregate length of main line and branches,	11.45	11.45
Aggregate length of sidings and other track not above enumerated,	0.68	0.68
Aggregate length of main line, branches, leased roads, sidings, and other track,	12.13	12.13

Gauge.

What is the gauge of your lines ? 3 feet.

Track.

Miles of iron rail in use, 12.13
Weight of rail per yard, iron, 30 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 4
Wooden bridges, number of, 1 ; aggregate length, 100 feet.
Stone bridges, number of, None.
Iron bridges, number of, None.
Wooden trestles, number of, 3 ; aggregate length, 508 feet.

Stations.

Number of stations on main road, passenger and freight, 2
Number of engine-houses and shops in Pennsylvania, 1 ;
total number entire road, 1
Number of wood and water stations on main road, 2

How is track laid and on what foundation? Hemlock and hardwood ties, six inch face, six feet long, tamped and surfaced with adjacent material.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight,	1	\$6,953	50
Number of first class passenger cars,	2	2,411	49

Road is operated by the Bradford, Bordell and Kinzua Railroad Company, which pays \$12,000 per year rental.

All reports of earnings, operating expenses, &c., are included in the statement made by the Bradford, Bordell and Kinzua Railroad Company.

STOCK AND DIVIDEND.

Amount of preferred stock, and rate of preference, and for what issued :
None.

Amount of common stock now outstanding, \$100,000 00

Amount of stock issued as stock dividends, and dates of issue : None.

Rate and date of all cash dividends on stock of original and consolidated companies : April 1, 3 per cent., \$3,000 ; July 1, 3 per cent., \$3,000 ; October 1, 3 per cent., \$3,000.

Number and per cent. of dividends: Three, of 3 per cent. each.		
Amount paid in dividends,	\$9,000	00
Balance for the year or surplus,	3,000	00
Total surplus,	3,000	00
Surplus invested as follows:		
Cash and loans,	}	3,000 00
Balance of accounts due company,		

STATE OF PENNSYLVANIA,)
County of McKean,) ss :

Personally appeared before me, W. W. Brown, president, and B. C. Williams, treasurer, of the Bradford, Bordell and Smethport Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) W. W. BROWN, *President.*
B. C. WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this 25th day of January, A. D. 1882.
GEO. A. STURGEON, *Notary Public.*

REPORT
OF THE
*Bradford, Richburg and Cuba Railroad Company, for
the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John J. Carter, President,	Titusville, Pa.
W. W. Brown, Vice President,	Bradford, Pa.
John A. Read, Secretary,	Bradford, Pa.
W. C. Warner, Treasurer,	Bradford, Pa.
John J. Carter, General Manager,	Titusville, Pa.
Charles S. Williams, General Superintendent,	Eldred, Pa.
General offices at Bradford, McKean county, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
John J. Carter,	Titusville, Pa.
W. W. Brown,	Bradford, Pa.
William C. Warner,	Bradford, Pa.
F. E. Boden,	Bradford, Pa.
G. L. Roberts,	Bradford, Pa.
George A. Eckbert,	Bradford, Pa.
John A. Read,	Bradford, Pa.
T. J. Powers,	Bradford, Pa.
A. I. Wilcox,	Bradford, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	31,000	00
Capital stock, total amount now paid in,	3,100	00
Capital stock, number of shares issued,	Not yet issued.	
Capital stock, amount paid in on each share,	10	00
Capital stock, par value of each share,	100	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, estimated,	\$57,400	00
The amount now of floating debt,	\$57,400	00
Total amount now of floating and funded debt,	\$57,400	00
Total cash realized from capital stock and debt,	\$60,500	00

COST.

Total cost of entire road to date, estimated,	\$57,400 00
Average of same per mile of road laid, estimated,	\$10,000 00
Proportion of same for Pennsylvania, estimated,	10,000 00
Cost of road and equipment per mile, estimated,	\$10,000 00
Proportion of same for Pennsylvania, estimated,	10,000 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Eldred, Pa., to State Line,	5.74	5.74
Length of single main track,	5.74	5.74

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 5.74
Weight of rail per yard, iron, 30 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, None.
Wooden bridges, number of, None.
Stone bridges, number of, None.
Iron bridges, number of, None.
Wooden trestles, number of, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Buffalo, New York and Philadelphia railroad, at Eldred, Pa.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight, 2
Number of stations on branches, passenger and freight, None.
Number of stations on leased road, passenger and freight, None.
Number of engine-houses and shops in Pennsylvania, 1; total number entire road, 1
Number of wood and water stations on main road, 1

Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads, . .	None.
Value of real estate held by the company, exclusive of road- way,	None.
Value of real estate held by the company, exclusive of road- way, in Pennsylvania,	None.
Number of tunnels,	None.

How is track laid, and on what foundation? Hemlock ties, six inches face, six feet long, three thousand to the mile; tamped and surfaced with adjacent material.

DOINGS OF THE YEAR.

The railroad of this company was built by the Bradford, Eldred and Cuba Railroad Company, of the State of New York, and is also operated by that company. At present the exact cost of the road cannot be given. Statement of earnings and expenses, &c., &c., will be included in the report of the Bradford, Eldred and Cuba Railroad Company.

STATE OF PENNSYLVANIA, } ss:
County of McKean, }

Personally appeared before me, Jno. J. Carter, president, and W. C. Warner, treasurer, of the Bradford, Richburg and Cuba Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) JNO. J. CARTER, *President.*
W. C. WARNER, *Treasurer.*

Sworn and subscribed before me, this 20th day of February, A. D. 1882.
GEO. A. STURGEON,
Notary Public.

R E P O R T
OF THE
*Brandy Camp Railroad Company, for the year ending
December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
C. R. Earley, President,	Ridgway, Pa.
George R. Woodward, Secretary,	Ridgway, Pa.
Rufus Lucore, General Solicitor,	—
E. E. Willard, Chief Engineer,	—

General offices at Ridgway, Elk county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
C. R. Earley,	Ridgway, Pa.
Frederick Schoening,	Ridgway, Pa.
George R. Woodward,	Ridgway, Pa.
Andrew McKinney,	New York City.
L. K. McKinney,	New York City.
E. E. Willard,	Ridgway, Pa.
C. H. Dewing,	Boston, Mass.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	250,000	00
Capital stock, total amount now paid in,	25,000	00
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$1,000 00	
Debt incurred for any other purpose,	500 00	
<hr/>		
The amount now of floating debt,	\$1,500	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Ridgway, Pa., to head of Coal Run, Fox township, Elk county, Pa.,	32.72	32.72
Branches.		
1. From Kyler's Corners to connection with Daguscahonda railroad.		
2. From near mouth of Brandy Camp to Daguscahonda railroad, at mouth of Shelvey run.		
3. From Brookwayville to low grade railroad.		
Aggregate length of main line and branches,	50	All.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

The line of this road was located in the year 1872, mostly by Richard Hatfield, as follows: Commencing at Ridgway, and following down the Clarion river to the mouth of Little Toby creek; thence up the Little Toby to the mines, at the head of Coal run, with a branch extending up Kyler run to the connection with the Daguscahonda railroad, and also a branch extending up Brandy Camp creek, and down Shelvey run, to connect also with the Daguscahonda railroad; also, a branch from said main line, extending through Snyder and Winslow townships, Jefferson county, and connecting low grade railroad, which location was adopted by the board of directors, and work done by way of sloshing the timber and grading.

STATE OF PENNSYLVANIA,)
County of Dauphin,) ss:

Personally appeared before me, Charles R. Earley, president of the Brandy Camp Railroad Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) C. R. EARLEY, *President.*

Sworn and subscribed before me, this 23d day of February, A. D. 1882.
LUCIUS ROGERS,
Deputy Secretary of Internal Affairs.

REPORT

OF THE

Brownsville and New Haven Railway Company, for the
year ending September 30, 1881.

OFFICERS.

Names.	Residences.
J. B. Washington, President,	Pittsburgh.
Welty McCullogh, Secretary and Treasurer,	Pittsburgh.
General offices at Pittsburgh, Pa.	

Names of Directors.	Residences.
A. L. McFarlane,	Irwin's, Pa.
W. J. K. Kline,	Greensburg.
A. O. Tinstman,	Pittsburgh.
George W. Wilson,	Pittsburgh.
W. H. Markle,	Greensburg.
Welty McCullogh,	Greensburg.

CAPITAL STOCK.

Capital stock authorized by votes of company,	\$60,000	00
Capital stock, amount subscribed,	60,000	00
Capital stock, total amount now paid in,	60,000	00
Capital stock, number of shares issued, 1,200		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from New Haven to Vance's Mill,	10	10
Under construction.		

STATE OF PENNSYLVANIA,

County of Allegheny, city of Pittsburgh, } ss :

Personally appeared before me, J. B. Washington, president, and Welty McCullogh, treasurer, of the Brownsville and New Haven Railway Company, who, being duly sworn, do depose and say that they caused the fore

going statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. B. WASHINGTON, *President.*
WELTY McCULLOGH, *Treasurer.*

Sworn and subscribed before me, this 21st day of February, A. D. 1882.

JOHN S. KENNEDY, *Alderman.*

REPORT

OF THE

Buffalo, Bradford and Pittsburgh Railroad Company,
for the year ending December 31, 1881.

OFFICERS.	
<i>Names.</i>	<i>Residences.</i>
Edward M. Clymer, President,	Reading, Pa.
Augustus R. Macdonough, Secretary,	New York City, N. Y.
Bird W. Spencer, Treasurer,	Passaic, New Jersey.
* W. B. Coffin, Division Superintendent,	—

General offices at Bradford, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Edward M. Clymer,	Reading, Pa.
Charles R. Early,	Early, Pa.
Samuel Hines,	Scranton, Pa.
Joseph H. Steell,	Scranton, Pa.
John A. Wright,	Philadelphia, Pa.
Myron B. Wright,	Susquehanna, Pa.
Abram H. Johnson,	Bedford, Pa.
Hugh J. Jewett,	New York City, N. Y.
Homer Ramsdell,	Newburg, N. Y.
Edmund S. Bowen,	New York City, N. Y.
John A. Hardenbergh,	New York City, N. Y.
Robert Harris,	New York City, N. Y.
Augustus R. Macdonough,	New York City, N. Y.

CAPITAL STOCK.

Capital stock authorized by law: As much as needed to complete road.		
Capital stock authorized by votes of company,	\$2 286.400	00
Capital stock, amount subscribed,	2,286,400	00
Capital stock, total amount now paid in,	2,286,400	00
Capital stock, number of shares issued,	22,864	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

*Superintendent of western division of the New York, Lake Erie and Western railroad.

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1896, bear interest at 6 per cent., which is payable January 1 and July 1,) amount,	\$580,000	00
Floating Debt.		
Total amount now of floating and funded debt,	\$580,000	00

COST.

Total cost of entire road to date, (estimated to be equal to stock and bonds, details of cost are not obtainable,)	\$2,866,400	00
Average of same per mile of road laid,	\$84,157	00
Proportion of same for Pennsylvania,	1,231,162	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Carrolton, N. Y., to Gilesville, Pa., .	25.97	18.16
Length of single main track,	25.97	18.16
Aggregate length of main line and branches,	25.97	18.16
Aggregate length of sidings and other track not above enumerated,	8.09	5.82
Aggregate length of main line, branches, leased roads, sidings, and other track,	34.06	23.98

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 34.599
Weight of rail per yard, iron, 56 to 63 lbs.

Bridges and Trestles.

Wooden bridges, number of, 11 ; aggregate length, . . . 825 feet.
Stone bridges, number of, 1 ; aggregate length, . . . 10 feet.
Wooden trestles, number of, 25 ; aggregate length, . . 2,955 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? None.

What railroads cross your road, either over or under your grade in this Commonwealth ? None.

Stations.

Number of stations on main road, passenger and freight combined, 12

Number of engine-houses and shops in Pennsylvania, none ;	
total number entire road,	1
Number of wood and water stations on main road, . . .	4
Number of tunnels,	None.

How is track laid and on what foundation? Wooden ties on earth and cinders.

Equipment.

Furnished by the New York, Lake Erie and Western railroad.

This road was leased to the Erie Railway Company for four hundred and ninety-nine years from January 1, 1866.

The lease is assumed by the New York, Lake Erie and Western Railroad Company, successor to the Erie Railway Company, which continues to operate it.

With regard to the inquiries contained on pages eight, nine, ten, eleven, twelve, thirteen, fourteen, and fifteen, it is to be stated, that the particulars of the operations and expenditures during the past year have been kept as a part of the general accounts of the New York, Lake Erie and Western Railroad Company, and cannot be specified in detail, as applicable to this road.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? United States Express Company, under their contract with the New York, Lake Erie and Western Railroad Company.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? There is no special contract between the Government and this company, the service being performed by the New York, Lake Erie and Western Railroad Company.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding: 22,864 shares	
at \$100, par, nominal,	\$2,286,400 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Employés, . . . . .	. . . . .	3	. . . . .	5	. . . . .	8
Others,	1	4	. . . . .	3	1	7
Total,	1	7	. . . . .	8	1	15

Statement of each Accident.

January 1, 1881. At Alton; Edward McKinney, brakeman; right hand bruised, no bones broken, being caught between the drawheads while coupling. Cause, his own carelessness.

January 15, 1881. In Bradford Yard; Thomas Kane, switchman; right leg broken above ankle, while riding on a gondola car, by shifting of load of pipe. Cause, beyond his control.

February 3, 1881. Near Butteville; James Murphy, brakeman, bruised by being caught between bumpers while coupling cars, through drawheads breaking; returned to duty February 15. Cause, beyond his control.

April 2, 1881. At Carrolton Station; Patrick McNalley, car repairer, considerably bruised about body, through striking a car under which he was working, he having neglected to put up the usual signal. Cause, his own carelessness.

April 16, 1881. At Bradford; James S. Shoppart, resident of Bradford; right leg crushed and amputated between foot and knee, caused by his being thrown from a car on which he was standing, through a train backing on the switch against the car. Shoppart admits his own negligence as the cause.

June 4, 1881. Passing Carrolton; Jasper Jimeson, an Indian boy, had left leg lacerated, no bones broken; fell from a car in middle of train while attempting to get on it, and wheel caught him below the knee. Cause, his own carelessness.

July 11, 1881. At Bradford Yard; Charles Colling, switchman; fore finger of right hand crushed while coupling cars. Cause, his own carelessness.

July 22, 1881. At Bradford; William Rogers, fireman; left leg, below knee, broken and bruised about hips and head; while attempting to get on the engine in motion missed his footing, and was struck by trucks of engine and tender. Cause, his own carelessness.

August 3, 1881. At Bradford Yard; Thomas Kane, switchman; middle finger of right hand crushed and amputated; caught while coupling engine and car. Cause, his own carelessness.

August 4, 1881. West end of Bradford Yard; Barney Galloo, Henry Schoolmaster, James J. Frear, August Selgien. Charles Thompson, employés of the Olean, Bradford and Warren railway; as train was passing over the O., B. and W. crossing, a hand car containing fourteen men ran down their track striking the side of a baggage car and was turned over. Barney Galloo was killed instantly, and four others slightly injured. The verdict of the jury in Galloo's case was, "That Galloo's death was accidental, and blame could be attached to no person strictly therefor."

September 2, 1881. At Bradford Yard; Michael T. Quinn, brakeman; slightly bruised about hips; was standing on platform of car on side track which was run into by rear of train while making up; a dense fog interfered with signalling. Cause, beyond his control.

November 8, 1881. Half a mile east of Big Shanty Station; Philip Meiner, resident of Lewis Run, not an employé, slightly injured about the back and shoulder; was struck by steps of a coach while sitting close to rail on the ties, drunk and asleep; whistle was sounded and engine reversed. Cause, his own carelessness.

STATE OF NEW YORK, }
City and county of New York, } ss:

Personally appeared before me, Edward M. Clymer, president, and Bird W. Spencer, treasurer, of the Buffalo, Bradford and Pittsburgh Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

EDWARD M. CLYMER, *President.*

B. W. SPENCER, *Treasurer.*

Sworn and subscribed before me this 21st day of January, A. D. 1882.

HARSEN H. SMITH,
Notary Public, New York county.

REPORT

OF THE

Buffalo, New York and Philadelphia Railway Company, for the year ending September 30, 1881.

OFFICERS.

Names.	Residences.
Sherman S. Jewett, President,	Buffalo, N. Y.
John W. Jones, Vice President,	Philadelphia, Pa.
Franklin S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
George S. Gatchell, Chief Engineer and General Superintendent,	Buffalo, N. Y.
General offices at Buffalo, N. Y.	

Names of Directors.	Residences.
Sherman S. Jewett,	Buffalo.
John W. Jones,	Philadelphia.
Jacob F. Schoellkopf,	Buffalo.
Bronson C. Rumsey,	Buffalo.
William H. Glenney,	Buffalo.
William G. Fargo,	Buffalo.
Cicero J. Hamlin,	Buffalo.
Francis H. Root,	Buffalo.
George I. Magee,	Nathins, N. Y.
Archer N. Martin,	New York city.
Isaac N. Seligman,	New York city.
Edward F. Winalow,	New York city.
Walter T. Wilson,	Buffalo.

CAPITAL STOCK.

Capital stock authorized by law,	\$3,500,000	00
Capital stock authorized by votes of company,	2,343,100	00
Capital stock, amount subscribed,	2,343,100	00
Capital stock, total amount now paid in,	2,343,100	00
Capital stock, number of shares issued,	23,431	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1896, bear interest at 6 per cent., which is payable January 1 and July 1,) amount,	\$3,000,000	00
Second mortgage bonds, (due December 1, 1908, bear interest at 7 per cent., which is payable March 1, June 1, September 1, and December 1,) amount,	1,000,000	00
Total amount now of funded debt,	\$4,000,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$425,950	85
Debt incurred for any other purpose, and for what: Pay-rolls, &c.,	49,748	94
The amount now of floating debt,	475,699	79
Total amount now of floating and funded debt,	\$4,475,699	79
Funded debt as per last report,	\$4,000,000	00
Floating debt as per last report,	465,441	12
Total cash realized from capital stock and debt,	\$6,818,799	79

COST.

Total cost of entire road to date,	\$5,629,797	44
Average of same per mile of road laid,	\$46,700	93
Proportion of same for Pennsylvania,	1,956,768	96
Total cost of entire equipment,	\$1,534,808	56
Average cost of equipment per mile of road operated by company,	12,731	71
Proportion of same to Pennsylvania,	533,458	64
Cost of road and equipment per mile,	59,433	64
Proportion of same for Pennsylvania,	2,490,227	60

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Buffalo, N. Y., to Emporium, Pa.,	120.55	41.90
Length of single main track,	120.55	41.90

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches

Track.

Miles of steel rail in use, 120.55
Weight of rail per yard, steel, 60, 66 & 67 lbs.

Bridges and Trestles.

Wooden bridges, number of, 13 ; aggregate length, . . 1,204 feet.
Combination bridges, number of, 3 ; aggregate length, . 435 feet.

Iron bridges, number of, 5 ; aggregate length,

634 feet.

Wooden trestles, number of, 12 ; aggregate length,

4,318 feet.

Stations.

Number of stations on main road : Passenger and freight, combined,

30

Number of engine-houses and shops in Pennsylvania, 3 ; total number entire road,

6

How is track laid and on what foundation? Fish plates, hemlock and oak ties, and gravel ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	9	
Number of locomotives of more than 30 tons weight,	24	
Number of first-class passenger cars,	15	
Number of baggage, mail, and express cars,	6	
Number of freight cars: House cars, 150; cattle cars, 33; total,	183	
Number of coal, ore, and stone cars,	1,713	
Number of caboose cars,	17	

What kind of train brake is in use on your road? Westinghouse on passenger trains, hand on freight trains.

Average number of cars in passenger trains, including baggage cars,

4

Average number of cars in freight trains,

35

Average weight of passenger trains, including locomotive and tender, in working order,

85 tons.

Average weight of freight trains, including locomotive and tender, in working order,

450 tons.

Employees.

Average number of persons regularly employed by company, including officials,

974

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,

180,489

Number of miles run by freight and coal trains,

535,147

Number of through passengers for the year on main road,

2,313

Number of passengers (all classes) carried in cars,

322,197

Number of passengers carried one mile,

5,799,553

Number of tons of 2,000 pounds of through freight for the year on main road,

409,746

Number of tons of freight carried one mile,

100,825,025

Gross amount of tonnage for the year, (2,000 pounds per ton,)

1,266,739

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)

27

Average rate of speed adopted by express trains, including stops, (miles per hour,)	27
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1880,	35,042	April, 1881,	23,680
November, 1880,	24,407	May, 1881,	26,433
December, 1880,	21,918	June, 1881,	26,570
January, 1881,	18,904	July, 1881,	32,561
February, 1881,	18,596	August, 1881,	33,182
March, 1881,	23,935	September, 1881,	33,966

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	74,874	Stone and lime,	7,217
Bituminous coal,	712,862	Agricultural products,	47,006
Petroleum and other oils,	93,995	Merchandise and manufactures,	109,537
Pig iron,	1,977	Live stock,	1,979
Railroad iron,	5,299	Lumber,	143,607
Other iron or castings,	7,117	Other articles,	60,467
Iron and other ores,	802		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3 cents.
For first-class way passengers,	3 and 3½ cents.

Rate per ton, (of 2,000 pounds,) per mile charged for Freight.

For through freight, per ton per mile,	¾ cents.
For through coal, per ton per mile,	¾ cents.
For local freight, per ton per mile,	6¼ cents.
For local coal, per ton per mile,	1 cent.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
October, 1880,			\$18,798 73
November, 1880,			18,151 41
December, 1880,			11,638 47
January, 1881,			10,232 30
February, 1881,			10,068 60
March, 1881,			12,903 35
April, 1881,			12,769 92
May, 1881,			14,299 90
June, 1881,			14,302 66
July, 1881,			17,483 99
August, 1881,			17,813 94
September, 1881,			19,723 19
Total,			\$173,116 46

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
October, 1880,	\$81,533 68
November, 1880,	70,726 21
December, 1880,	70,787 52
January, 1881,	61,637 16
February, 1881,	68,297 68
March, 1881,	73,102 31
April, 1881,	86,575 84
May, 1881,	84,350 33
June, 1881,	89,810 90
July, 1881,	83,873 68
August, 1881,	89,509 00
September, 1881,	82,805 17
Total,	\$938,009 43

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
October, 1880,	\$752 30	\$1,156 17	\$560 38	\$2,468 85
November, 1880,	752 29	1,091 57	641 60	2,485 46
December, 1880,	752 29	1,046 84	581 80	2,380 43
January, 1881,	752 30	821 64	629 13	2,203 07
February, 1881,	752 29	842 16	444 89	2,039 34
March, 1881,	752 29	1,045 39	867 00	2,664 68
April, 1881,	752 30	1,078 97	931 51	2,762 78
May, 1881,	752 29	1,234 20	314 67	2,301 16
June, 1881,	752 29	1,489 71	782 14	2,974 14
July, 1881,	752 30	1,048 68	1,105 47	2,901 45
August, 1881,	752 29	1,048 69	1,119 76	2,920 74
September, 1881,	752 29	1,473 05	760 69	2,986 03
Total,	\$9,027 52	\$13,321 57	\$8,739 04	\$31,088 13

Total passenger earnings for the year,	\$173,116 46
Total freight earnings for the year,	938,009 43
Total earnings from all other sources,	31,088 13

Total earnings for the year,	\$1,142,214 02
Total receipts from all sources on whole length of line,	\$1,142,214 02
Proportion of earnings in Pennsylvania, to earnings of whole line,	397,003 33

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$15,141 80
Land or land damages,	34,251 65
Passenger and freight-houses,	9,136 91
Engine-houses, car sheds, wood and coal sheds, and water-tanks,	1,801 22
New locomotives, number of, 2,	22,075 00
New freight cars, number of, 550,	165,899 18
Any other expenditures chargeable to this account,	543 75
Total,	\$248,849 51
Proportion for Pennsylvania,	\$86,489 98

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of road, exclusive of bridges and new rails,	\$137,785	62
New steel rails, number of tons, 100,	1,793	51
Repairs of bridges,	5,935	37
Repairs of buildings and fixtures,	16,119	49
Repairs of fences,	876	83
All other expenses for maintenance of way,	807	23
Total for maintenance of way,	\$163,318	05
Cost per mile of road kept in repair,	\$1,354	44
Proportion for Pennsylvania,	56,751	03

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$35,116	71
Repairs of machinery,	2,941	17
Repairs of passenger, baggage, and mail cars,	13,106	19
Repairs of freight cars,	59,926	10
All other expenses for maintenance of motive power and cars,	7,493	24
Total for maintenance of motive power and cars,	\$118,583	41
Cost per mile of road operated,	\$983	68
Proportion for Pennsylvania,	41,216	19

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$37,044	50
Salaries, wages, and incidentals chargeable to freight department,	156,409	81
Wages of switchmen, signalmen, gatekeepers, and watchmen,	23,652	63
Fuel—coal,	47,517	56
Oil and waste,	9,479	86
Damages for injuries to persons,	4,245	00
Damage for loss of goods and baggage,	1,526	59
Damages to property, including damages by fire and cattle killed,	3,748	31
Taxes,	28,327	88
Insurance,	786	82
Amount paid other corporations or individuals for use of all other cars,	11,320	99
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	28,534	01
Total miscellaneous,	\$352,593	96
Amount per mile of road operated,	\$2,924	87
Proportion for Pennsylvania,	122,552	05
Total expenditures for operating the road,	634,495	42
Total charged to road and equipment,	248,849	51
Expenses per mile of road operated,	5,262	99
Proportion for Pennsylvania,	220,519	27

EARNINGS.

Passenger transportation, local and through,	\$178,116	46
Freight transportation, local and through,	938,009	48
Mail service,	9,027	52
Express service,	13,321	57
Rents,	1,000	17
All other sources of income,	7,738	87
Total,	\$1,142,214	02
Operating Expenses.		
Maintenance of way and buildings,	\$163,318 05	
Maintenance of motive power and cars,	118,583 41	
Miscellaneous,	352,593 96	
Total operating expenses, being 55.5 per cent. of earnings, . . .	634,495	42
Net earnings,	\$507,718	60
Earnings per mile of road operated,	\$9,475	02
Expenses per mile of road operated,	5,262	99
Net earnings,	\$4,212	03

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? American Express Company, per diem and tonnage.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$9,027 52 per annum, payable quarterly.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 23,431 shares, of \$100 each.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						1
Employees,					9	16
Others,					2	
Total,					11	17

Statement of each Accident.

November 3, 1880. John Riley, brakeman, train 15, lost middle finger of right hand coupling cars at Larabee's.

November 18, 1880. William Ormsby, brakeman, lost two fingers coupling cars at Oleon.

November 21, 1880. ——— Eberhart, laborer, struck by snow plow at Elma; died from injuries.

November 27, 1880. Caboose of train 19 ran off track while crossing a filled trestle, south of Holland, injuring Jefferson Geer, laborer, (died from injuries;) Jacob Silloway, laborer, seriously injured; Jacob Wolf, laborer, hip and leg bruised; Henry Bauer, ankle bruised; S. B. Locke, conductor, head and leg badly cut; Martin Wicket, brakeman, scalp wound.

January 21, 1881. Charles Riback, laborer, crossing track in front of train 16, north of Port Allegheny, run over and killed.

February 2, 1881. George H. Dumutt, brakeman train 17, fell from train north of Machias, and killed.

February 3, 1881. Train No. 3, smoking car and coach thrown from track by broken wheel, four miles south of Buffalo. Simpson, passenger, slightly injured; John Daley, brakeman, and D. McCarty, engineer, (passenger on train,) slightly injured.

February 6, 1881. James Rogers, brakeman, foot caught in frog switching at Eldred; ran over foot; amputated next day.

March 28, 1881. Charles Anderson, laborer, repairing car at Liberty; engine backed against car, running over foot.

March 29, 1881. John Lafferty run over by train 9, at Machias; died from injuries; was intoxicated, bottle of liquor found in pocket.

April 8, 1881. John McCormick, laborer, run over and killed by train 10, at Franklinville.

April 28, 1881. George Wagner, brakeman, train 12, caught foot in guard rail, switching at E. Aurora; run over and killed.

April 28, 1881. L. L. Freeman, brakeman, train 15, coupling cars at Liberty, hand caught; lost three fingers.

May 11, 1881. John Ford, brakeman, train 18, coupling cars at Sartwell; hand caught; lost three fingers.

June 28, 1881. Train 17, of previous day, ran under land slide north of Protection; Chester Bates, brakeman, killed; Fred. Sizer, brakeman, slightly injured.

June 29, 1881. M. Crow, car repairer, working on wreck, struck on head by crank of derrick car, cutting his head.

July 10, 1881. C. Moulton, brakeman on wild train south, hurt by train running off track south of Shippen, caused by running over a cow.

September 2, 1881. Train 3 ran over an unknown man; suicide.

September 10, 1881. Joseph Beyers, conductor train 20, fell from train near Sartwell, run over and killed.

September 24, 1881. Michael McMahon, brakeman train 17, fell between cars at Liberty, run over and killed.

STATE OF NEW YORK, }
County of Erie, city of Buffalo, } ss :

Personally appeared before me, George S. Gatchell, general superintendent, and Franklin S. Buell, treasurer, of the Buffalo, New York and Philadelphia Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D 1881, according to the best of their knowledge and belief.

(Signed) GEO. S. GATCHELL,
General Superintendent.
FRANKLIN S. BUELL,
Treasurer.

Sworn and subscribed before me, this 14th day of January, A. D. 1882.
WM. JOHNSON,
Commissioner of Deeds for the State of Pennsylvania, residing at the
city of Buffalo, county of Erie, and State of New York.

REPORT

OF THE

Buffalo, Pittsburgh and Western Railroad Company,
for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
J. W. Jones, President,	Philadelphia, Pa.
Archer N. Martin, Vice President,	New York city.
Joseph R. Trimble, Secretary,	Philadelphia, Pa.
Reuben Hall, Assistant Treasurer,	Oil City, Pa.
J. D. Hancock, General Solicitor,	Franklin, Pa.
R. D. McCreary, Chief Engineer,	Oil City, Pa.
Oliver Watson, Junior, General Superintendent,	Oil City, Pa.

General offices at Oil City, Pa., and Philadelphia, Pa.

Names of Directors.	Residences.
Clarence H. Clarke,	Philadelphia.
George F. Tyler,	Philadelphia.
Edward A. Rollins,	Philadelphia.
Archer N. Martin,	New York city.
B. K. Jamison,	Philadelphia.

Isaac N. Seligman,	New York city.
Foster W. Mitchell,	Franklin, Pa.
Harold M. Sill,	Philadelphia.
Calvin H. Allen,	New York.
Giles E. Taintor,	New York.
Edward L. Owen,	New York.

CAPITAL STOCK.

Capital stock authorized by law,	\$10,150,000	00
Capital stock authorized by agreement of merger January, 1881, . . .	10,150,000	00
Capital stock, total amount now paid in,	10,107,050	00
Capital stock, number of shares issued,	202,141	
Capital stock, amount paid in on each share.*		
Capital stock, par value of each share,	50	00
Preferred stock scrip,	1,036	00

*This company is the result of a series of consolidations, and the stock of this consolidated company was issued in pursuance thereof to represent and equalize the stock and property of the different companies so consolidated.

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1882, July 2, 1890, February 1, 1896, and May 1, 1909, bear interest at 7 per cent., which is payable half yearly, as above,) amount,	\$2,586,000	00
Consolidated mortgage bonds, (due February 1, 1896, bear interest at 7 per cent., which is payable 1st of February and August,) amount,	944,000	00
General mortgage bonds, (due April 1, 1921, bear interest at 6 per cent., which is payable April 1 and October 1,) amount,	8,568,000	00
Income mortgage bonds, (due February 1, 1896, bear interest at 6 per cent., which is payable 1st of February and August,) amount,	23,622	54
Total amount of funded debt,	\$7,121,622	54
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property. (car truss,)	\$311,754	99
Scrip issued in 1876,	9,028	30
Debt incurred for any other purpose, and for what: Loans and bills payable,	502,724	06
The amount now of floating debt,	823,507	35
Total amount now of floating and funded debt,	\$7,945,129	89
Funded debt as per last report,	\$4,010,786	94
Floating debt as per last report,	25,397	30

COST.

Total cost of entire road to date, (including extensions now under construction,)	\$14,570,597	11
Proportion of same for Pennsylvania: Cannot now be given, as the line is under construction in two States.		
Total cost of entire equipment,	\$897,383	72

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, operated from Brocton, N Y., and Union, Pa., to Irvineton, Pa.,	155.9	119.6
Length of single main track,	155.9	119.6
Leased Roads.		
Mayville extension branch, from Mayville to Chautauqua, . . .	3.5	
Aggregate length of main line,	155.9	119.6
Aggregate length of leased roads,	3.5	
Aggregate length of sidings and other track not above enumerated,	33.6	29.8
Aggregate length of main line, leased roads, sidings, and other track,	193	149.4

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 89.7
Miles of steel rail in use, 66.2
Weight of rail per yard, { Iron, 56 pounds.
 { Steel, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 77
Wooden bridges, number of, 13; aggregate length, . . . 2,390 feet.
Iron bridges, number of, 1; aggregate length, 35 feet.
Wooden trestles, number of, 61; aggregate length, . . . 8,455 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Pennsylvania, Philadelphia and Erie division, at Corry, Pa.; New York, Pennsylvania and Ohio railroad, at Corry, Pa.; New York, Pennsylvania and Ohio railroad, at Union, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road : Passenger, 32; freight, 32
Number of stations on leased roads, passenger and freight, 64
Number of engine-houses and shops in Pennsylvania, 5;
total number entire road, 7
Number of wood and water stations on main road, . . . 28

How is track laid, and on what foundation? Oak cross-ties, ballasted with stone and gravel.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	28	\$15,000	00
Number of locomotives of more than 20 tons weight,	5	15,000	00
Number of first-class passenger cars,	14	4,500	00
Number of second-class passenger cars,	6	3,000	00
Number of baggage, mail, and express cars,	10	2,500	00
Number of freight cars, house cars,	124	700	00
Number of coal, ore, stone, and other cars,	785	600	00
Number of caboose cars,	10	500	00

What kind of train brake is in use on your road? Westinghouse air-brakes on passenger trains.

Average number of cars in passenger trains, including baggage cars, 2.9

Average number of cars in freight trains, 8.7

Employees.

Average number of persons regularly employed by company, including officials, 679

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 299,541

Number of miles run by freight and coal trains, 361,775

Number of through passengers for the year on main road, 24,974

Number of passengers (all classes) carried in cars, 371,254

Number of passengers carried one mile, 6,815,734

Number of passengers carried one mile in Pennsylvania, 5,446,881

Number of tons of 2,000 pounds of through freight for the year on main road, 747,824

Number of tons of freight carried one mile, 28,100,646

Number of tons of freight carried one mile in Pennsylvania, 25,877,897

Gross amount of tonnage for the year, (2,000 lbs. per ton,) 747,824

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 22

Average rate of speed adopted by express trains, including stops, (miles per hour,) 25

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	23,448	September, 1881,	44,330
February, 1881,	28,468	October, 1881,	26,423
March, 1881,	26,696	November, 1881,	30,569
April, 1881,	27,054	December, 1881,	30,664
May, 1881,	27,999		
June, 1881,	28,002	Total,	371,254
July, 1881,	35,488		
August, 1881,	47,118		

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	17,121	Merchandise and manufactures, .	32,218
Bituminous coal,	349,502	Lumber,	78,242
Petroleum and other oils,	133,704	Other articles,	30,563
Pig iron, railroad iron, other iron or castings, iron, and other ores,	65,806	Total,	747,824
Stone and lime,	23,556		
Agricultural products,	17,112		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2.57 cents.
For first-class way passengers,	3.18 cents.
For second-class through passengers,	None.
For second-class way passengers,	None.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	$\frac{3}{4}$ cents.
For through coal, per ton ton per mile,	$\frac{3}{4}$ cents.
For local freight, per ton per mile,	1.93 cents.
For local coal, per ton per mile,	1.93 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$1,926	73	\$11,338	34	\$13,265	07
February, 1881,	1,647	54	10,656	63	12,304	17
March, 1881,	1,339	84	13,124	24	14,464	08
April, 1881,	2,014	53	13,758	55	15,773	08
May, 1881,	2,258	43	14,495	24	16,753	67
June, 1881,	2,294	89	13,271	58	15,566	47
July, 1881,	2,172	07	16,858	07	19,030	14
August, 1881,	3,119	59	23,013	80	26,133	39
September, 1881,	4,599	13	21,012	82	25,611	95
October, 1881,	2,462	14	16,254	52	18,716	66
November, 1881,	1,672	01	14,482	78	16,154	79
December, 1881,	1,810	27	14,728	96	16,539	23
Total,	\$27,317	17	\$182,995	53	\$210,312	70

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$8,591	94	\$16,183	58	\$24,775	52
February, 1881,	9,503	63	16,503	01	26,006	64
March, 1881,	12,987	67	15,443	69	28,431	36
April, 1881,	11,094	35	16,045	30	27,139	65
May, 1881,	7,163	58	19,605	09	26,768	67
June, 1881,	7,759	84	20,923	72	28,683	56
July, 1881,	8,470	48	20,789	82	29,260	30
August, 1881,	11,025	25	25,115	44	36,140	69
September, 1881,	7,306	80	21,334	47	28,641	27
October, 1881,	10,576	77	27,231	37	37,808	14
November, 1881,	10,308	15	22,415	07	32,723	22
December, 1881,	12,386	37	23,400	45	35,786	82
Total,	\$117,174	83	\$244,991	01	\$362,165	84

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,	\$766	65	\$797	70	\$226	92	\$1,791	27
February, 1881,	766	62	719	50	226	92	1,713	04
March, 1881,	766	62	853	86	228	42	1,848	90
April, 1881,	764	70	887	02	229	92	1,881	64
May, 1881,	766	62	869	69	229	92	1,866	23
June, 1881,	766	67	897	94	229	92	1,894	53
July, 1881,	766	62	924	78	379	92	2,071	32
August, 1881,	766	63	1,008	79	226	92	2,002	34
September, 1881,	967	51	970	56	226	92	2,164	99
October, 1881,	806	02	900	51	1,792	17	3,498	70
November, 1881,	806	02	902	18	839	92	2,548	12
December, 1881,	806	02	911	87	1,490	92	3,208	81
Total,	\$9,516	70	\$10,644	40	\$6,328	79	\$26,489	89

Total passenger earnings for the year,	\$210,312	70
Total freight earnings for the year,	362,165	84
Total earnings from all other sources,	26,489	89
Total earnings for the year,	\$598,968	43
Total receipts from all sources on whole length of line,	\$598,968	43
Proportion of earnings in Pennsylvania,	449,409	74

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension of road, from Brocton to Buffalo, and Warren to Salamanca,	\$4,249,037	38
New passenger cars,	1,894	68
New freight cars,	190,140	72
Total,	\$4,441,072	78

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$48,115	48
New steel rails,	192	56
Repairs of bridges,	2,778	72
Repairs of buildings and fixtures,	341	14
Repairs of fences,	528	11
All other expenses for maintenance of way,	26,973	03
Total for maintenance of way,	\$78,929	04
Cost per mile of road kept in repair,	\$495	00
Proportion for Pennsylvania,	59,202	00

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$22,931	54
Repairs of machinery,	3,578	95
Repairs of passenger, baggage, and mail cars,	11,663	56
Repairs of freight cars,	14,187	44
All other expenses for maintenance of motive power and cars,	86,242	57
Total for maintenance of motive power and cars,	\$138,604	06
Cost per mile of road operated,	\$870	00
Proportion for Pennsylvania,	104,052	00

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$39,547	08
Salaries, wages, and incidentals chargeable to freight department,	58,754	35
Wages of switchmen, signalmen, gatekeepers, and watchmen,	2,525	32
Fuel—number of cords of wood, 1,263; cost, } \$32,288 87 cost, is includ-		
Fuel—number of tons of coal, 17,944; cost, } ed in motive power.		
Oil and waste,	1,897	07
Damages for injuries to persons,	715	97
Damage for loss of goods and baggage,	545	89
Damage to property, including damages by fire,	1,528	06
Telegraph expenses,	7,316	61
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items,	23,912	22
Total miscellaneous,	\$136,742	57
Amount per mile of road operated,	\$858	00
Proportion for Pennsylvania,	102,616	80
Total expenditures for operating the road,	354,275	67
Total charged to road and equipment,	4,441,072	78
Expenses per mile of road operated,	2,222	00
Expenses per mile of single track operated, not including sidings,	2,222	00
Proportion for Pennsylvania,	265,751	20

EARNINGS.

Passenger transportation, local,	\$182,995 53	} Total,	\$210,312 70
Passenger transportation, through,	27,317 17		
Freight transportation, local,	244,991 01	} Total,	362,165 84
Freight transportation, through,	117,174 83		
Mail service,	\$9,516 70		
Express service,	10,644 40		
Rents,	1,836 54		
All other sources of income,	4,492 25		
			26,489 89
Total,			\$598,968 43
Operating Expenses.			
Maintenance of way and buildings,	\$78,929 04		
Maintenance of motive power and cars,	138,604 06		
Miscellaneous,	136,742 57		
Total operating expenses, being 59.14 per cent. of earnings,			354,275 67
Net earnings,			\$244,692 76
Earnings per mile of road operated,			\$3,757 65
Expenses per mile of road operated,			2,222 55
Net earnings,			\$1,535 10

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? United States Express Company, between Union and Titusville, thirty cents per hundred pounds. Union Express Company, between Corry and Irvineton, twenty-five dollars per day. American Express Company, between Corry and Brocton, per classification, per hundred pounds.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman sleeping cars; regular fare is charged by railroad company, sleeping car company collecting an additional rate.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$9,516 70 per year.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	\$1,457,650 00
Amount of common stock now outstanding,	8,650,000 00

BALANCE SHEET, DECEMBER 31, 1881.

DR.			
Construction,		\$14,570,597	11
Equipment,		897,363	72
Common stock held by company,		355,000	00
Preferred stock held by company,		420,433	84
Miscellaneous assets,		12,000	00
Stock held in trust by Fidelity Trust Company,		705,200	00
Materials on hand,		35,034	88
Cash on hand,		55,963	49
Debts due from other roads,		111,603	30
Deferred interest on car trusts,		97,344	72
New passenger cars,		1,894	68
Oil City and Ridgeway Railroad Mining Company stock		56,427	43
New Castle and Oil City railroad stock and bonds,		834,465	66
Mayville Extension railroad,		10,883	93
		\$18,164,232	76
CR.			
Common stock,		\$8,650,000	00
Preferred stock,		1,457,050	00
Preferred stock scrip,		1,036	26
First mortgage bonds, (W. and F. railroad,)		1,500,000	00
First mortgage bonds, (Oil Creek railroad,)		573,000	00
First mortgage bonds, (U. and T. railroad,)		500,000	00
First mortgage bonds, (B. C. L. and P. railroad,)		13,000	00
Consolidated mortgage bonds,		944,000	00
Income bonds,		23,622	54
Scrip No. 1,		9,028	30
General mortgage bonds,		3,568,000	00
Pay-rolls and vouchers,		56,375	33
Coupons due January 1, 1882, U. and T. bonds,		17,500	00
Coupons due but not presented,		2,226	00
Bills payable, and loans,		502,724	06
Profit and loss account,		29,632	17
Debts due to other roads,		5,283	11
Car trust No. 1,		75,870	00
Car trust No. 2,		235,884	99
		\$18,164,232	76

E. and O. E.

WILLIAM L. DOYLE, Auditor.

OIL CITY, February 10, 1882.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	1		1	1	2
Employés,			1	1	1	1
Others,				4		4
Total,	1	1	1	6	2	7

Statement of each Accident.

January 24, 1881. Michael Quilligan, brakeman; fell from train and both legs were cut off; has recovered.

February 22. Mrs. Alice Babcock, passenger; inhaled steam from a locomotive which had struck the rear end of her train while stopping at President, causing her death. John Hunter, passenger, also slightly scalded; has recovered. William McKim, mail agent on same train, jumped; in jumping from car, threw his hand upon the track, and the wheels injured three fingers.

March 22. Henry Rohrman, passenger; jumped from train, and broke small bone in one leg, near Union Station.

April 2. James Shaughnessy, yard-master of Lake Shore railroad; in rescuing a child, was struck by an engine; recovered.

July 19. James Orr, a boy; endeavored to jump on a moving train at Union, and falling, had his foot injured.

August 10. James Mathews, a boy; ran between moving cars at Oil City, and was slightly injured; recovered.

September 7. Michael Garvey, car inspector at Corry; was caught between the drawheads of two cars, and received injuries which resulted in death.

STATE OF PENNSYLVANIA, }
County of Venango, } ss:

Personally appeared before me, O. Watson, junior, general superintendent, and Reuben Hall, assistant treasurer, of the Buffalo, Pittsburgh and Western Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

O. WATSON, Jr., *General Superintendent.*

REUBEN HALL, *Assistant Treasurer.*

Sworn and subscribed before me, this 13th day of February, A. D. 1882.

W. F. GROVES, *Justice of the Peace.*

REPORT
OF THE
Catawissa Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
M. P. Hutchinson, President and Treasurer,	Philadelphia, Pa.
R. M. Elliott, Secretary,	Philadelphia, Pa.
General offices at Pittsburgh, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
L. V. Williamson,	Philadelphia, Pa.
Emmor Weaver,	Philadelphia, Pa.
Francis K. Shipper,	Philadelphia, Pa.
George C. Carson,	Philadelphia, Pa.
Joseph C. Harris,	Philadelphia, Pa.
John S. Graham,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock, amount subscribed,	\$1,359,500	00
Capital stock, total amount now paid in,	4,359,500	00
Capital stock, number of shares issued: Preferred, 44,000; second preferred, 20,000; common, 23,190,	87,190	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds. (due 1882, bear interest at 7 per cent., which is payable February and August,) amount,	\$230,500	00
First mortgage bonds, (due 1900, bear interest at 7 per cent., which is payable February and August,) amount,	1,300,000	00
Chattel mortgage bonds, (due 1900, bear interest at 5 per cent., which is payable May and November,) amount,	24,500	00
Chattel mortgage bonds, (due 1888-1889, bear interest at 10 per cent., which is payable January, April, July, and October,) amount,	185,350	00
Construction bonds, (due 1917, bear interest at 7 per cent., payable June and December,)	62,000	00
Total amount now of funded debt,	\$1,802,350	00
Funded debt as per last report,	\$1,802,350	00

COST.

Total cost of entire road to date,	\$6,206,668	08
Total cost of entire equipment: No separate account kept, included in cost of road.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Tamanend to Williamsport,	94	94
Branches.		
Summit branch, from Summit Station to Silver Brook,	4½	4½
Aggregate length of main length and branches, . . . . .	. . . . .	98½
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	. . . . .	19
Length of track laid, if not completed, . . . . .	. . . . .	117½

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Weight of rail per yard, iron, 56 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	24
Wooden bridges, number of,	15
Iron bridges, number of,	2
Wooden trestles, number of,	7

Stations.

Number of stations on main road: Passenger, 23; freight, 23; total, 23

Number of tunnels, 3; aggregate length, 2,000 feet.

How is track laid and on what foundation? On hard wood cross-ties, earth, coal dust, and stone.

STOCK AND DIVIDENDS.

Number and per cent. of dividends, two, 3½ per cent. each on preferred stocks.

Amount paid in dividends, \$224 000 00

This road was leased to the Philadelphia and Reading Railroad Company, November 1, 1872, for nine hundred and ninety-nine years, and is operated as a branch of that road. See their report for receipts, expenses, &c.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, M. P. Hutchinson, president and treasurer of the Catawissa Railroad Company, who, being duly affirmed, doth depose and say that he caused the foregoing statements to be prepared by

the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)M. P. HUTCHINSON, *President and Treasurer.*
Affirmed and subscribed before me this 27th day of January, A. D. 1882.
JOHN G. LAMB, *Notary Public.*

REPORT

OF THE

Catasauqua and Fogelsville Railroad Company for the
year ending September 30, 1881.

OFFICERS.

Names.	Residences.
Joshua Hunt, President,	Catasauqua, Pa.
John Williams, Secretary and Treasurer,	Catasauqua, Pa.
C. W. Chapman, Chief Engineer and General Superintendent,	Catasauqua, Pa.

General offices at Catasauqua, Pa.

Names of Directors.	Residences.
David Thomas,	Catasauqua, Pa.
Samuel Thomas,	Catasauqua, Pa.
John T. Knight,	Easton, Pa.
B. G. Clarke,	New York, N. Y.
Fisher Hazard,	Mauch Chunk, Pa.
Samuel Dickson,	Philadelphia, Pa.
George A. Wood,	Philadelphia, Pa.
Charles E. Haven,	Philadelphia, Pa.
George T. Barns,	Philadelphia, Pa.
John Thomas,	Hokendauqua, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock, amount subscribed,		\$426,900	00
Capital stock, total amount now paid in,		426,900	00
Capital stock, number of shares issued,	17,078		
Capital stock, amount paid in on each share,		25	00
Capital stock, par value of each share,		25	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$138,00 00	
The amount now of floating debt,	\$138,000	00
Total amount now of floating and funded debt,	\$138,000	00
Funded debt as per last report,	\$138,000	
Floating debt as per last report,	138,000	
Total cash realized from capital stock and debt,	\$564,900	00

COST.

Total cost of entire road to date,	\$523,185	59
Average of same per mile of road laid,	\$20,927	42
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of entire equipment,	\$135,150	00
Average cost of equipment per mile of road operated by company,	5,406	00
Proportion of same to Pennsylvania,	5,406	00
Cost of road and equipment per mile,	26,333	42
Proportion of same for Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Catasauqua to Rittenhouse Gap,	20	20
Length of single main track,	25	25
Branches.		
From Trexlertown to Lichty, length of single track,	5	5
Aggregate length of main line and branches,	25	25
Aggregate length of sidings and other track not above enumerated,	8	8
Length of track laid, if not completed,	33	33

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	23.50
Miles of steel rail in use,	9.50
Weight of rail per yard, { Iron,	50 pounds.
Steel,	50 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	10
Wooden bridges, number of, 2; aggregate length,	50 feet.

Stone bridges, number of, 3 ; aggregate length,

54 feet.

Iron bridges, number of, 5 ; aggregate length,

1,212 feet.

Wooden trestles,

None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? None.

What railroads cross your road, either over or under your grade, in this Commonwealth ? East Pennsylvania, a branch of Philadelphia and Reading railroad, at Alburtis—under grade.

Stations.

Number of stations on main road : Passenger, 16 ; freight,

16 ; total,

16

Number of stations on branches : Passenger 2 ; freight, 3 ;

total,

5

Number of stations on leased roads, passenger and freight,

None.

Number of engine-houses and shops in Pennsylvania, 2 ;

total number entire road,

2

Number of wood and water stations on main road,

6

Number of wood and water stations on branches,

1

Number of wood and water stations on leased roads,

None.

Value of real estate held by the company, exclusive of

roadway,

\$15,000

Number of tunnels,

None.

How is track laid, and on what foundation ? Nineteen miles with furnace cinders, and five miles gravel.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	5	\$14,000	00
Number of locomotives of more than 20 tons weight,	1	14,000	00
Number of first class passenger cars,	3	2,500	00
Number of baggage, mail, and express cars,	1	1,000	00
Number of freight cars, { House cars,	2	1,000	00
{ Trucks,	25	700	00
Number of coal, ore, and stone cars,	550	350	00

What kind of train-brake is in use on your road ? The ordinary lever brake.

Average number of cars in passenger trains, including

baggage cars,

16

Average number of cars in freight trains,

55

Average weight of passenger trains, including locomotive

and tender, in working order,

312 tons.

Average weight of freight trains, including locomotive and

tender, in working order,

490 tons.

Employees.

Average number of persons regularly employed by company, including officials,	60
Same in Pennsylvania,	60

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	23,788
Number of miles run by freight trains,	23,788
Number of miles run by ore trains,	55,000
Number of through passengers for the year on main road,	853
Number of passengers (all classes) carried in cars,	10,461
Number of passenger carried one mile,	73,227
Number of passengers carried one mile in Pennsylvania,	73,227
Number of tons of 2,000 pounds of through freight for the year on main road,	439,727
Number of tons of freight carried one mile,	3,078,089
Number of tons of freight carried one mile in Pennsylvania,	3,078,089
Gross amount of tonnage for the year, (2,000 pounds per ton,)	439,729
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops: No express trains.	
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1880,	876	June, 1881,	924
December, 1880,	854	July, 1881,	979
January, 1881,	879	August, 1881,	928
February, 1881,	925	September, 1881,	889
March, 1881,	845	October, 1881,	781
April, 1881,	729		
May, 1881,	852		10,461

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	56,140.18	Agricultural products,	2,045.13
Bituminous coal,	1,997.16	Merchandise and manufactures,	7,360.02
Pig iron,	27,038.07	Lumber,	4,688.17
Railroad iron,	200.00	Other articles,	1,237.15
Other iron or castings,	354.11		
Iron and other ores,	232,433.06		439,729.05
Stone and lime,	106,231.19		

Rate of Fare for Passengers charged for the respective classes per Mile.

For first class through passengers,	3 cents.
For first class way passengers,	3 cents.
For second class through passengers,	3 cents.
For second class way passengers,	3 cents.

Rate per Ton (of 2,240 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	2 cents.
For through coal, per ton per mile,	1 ⁸³ / ₁₀₀ cents.
For local freight, per ton per mile,	4 cents.
For local coal, per ton per mile,	3 ¹ / ₂ cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
November, 1880,	\$19	45	\$87	47	\$106	92
December, 1880,	19	55	194	60	214	16
January, 1881,	22	10	111	90	134	00
February, 1881,	16	50	109	18	125	68
March, 1881,	9	20	252	85	261	55
April, 1881,	10	05	207	72	217	77
May, 1881,	13	80	148	80	157	10
June, 1881,	18	55	218	25	236	80
July, 1881,	11	70	186	52	198	22
August, 1881,	14	00	529	40	543	40
September, 1881,	10	80	238	42	248	72
October, 1881,	9	25	200	69	209	94
Total,	\$173	95	\$2,480	80	\$2,654	25

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1880,	\$1,220	92	\$10,829	49	. . . . .	.
December, 1880,	1,260	72	11,894	24	. . . . .	.
January, 1881,	1,418	36	11,697	02	. . . . .	.
February, 1881,	1,225	20	11,584	91	. . . . .	.
March, 1881,	1,420	20	13,802	89	. . . . .	.
April, 1881,	1,221	00	11,946	55	. . . . .	.
May, 1881,	1,320	80	11,021	47	. . . . .	.
June, 1881,	1,280	20	10,859	42	. . . . .	.
July, 1881,	1,800	28	9,175	33	. . . . .	.
August, 1881,	1,421	20	8,357	88	. . . . .	.
September, 1881,	1,432	45	9,341	58	. . . . .	.
October, 1881,	1,061	55	8,251	69	. . . . .	.
Total,	\$15,632	86	\$129,082	72	\$144,665	58

From all other sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1880,			\$45 00	
December, 1880,			45 00	
January, 1881,			45 00	
February, 1881,			45 00	
March, 1881,			45 00	
April, 1881,			45 00	
May, 1881,			45 00	
June, 1881,			45 00	
July, 1881,			45 00	
August, 1881,			45 00	
September, 1881,			45 00	
October, 1881,			56 00	
Total,			\$551 00	\$551 00
Total passenger earnings for the year,				\$2,654 25
Total freight earnings for the year,				144,655 58
Total earnings from all other sources,				551 00
Total earnings for the year,				\$147,870 83
Total receipts from all sources on whole length of line,				\$147,870 83
Proportion of earnings in Pennsylvania to earnings of whole line,				147,870 83

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Nothing added during the year.

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$19,890	25
New iron rails, number of tons, 50,	2,400	00
New steel rails, number of tons, 90,	5,517	29
Repairs of bridges,	346	64
Repairs of buildings and fixtures,	815	78
Repairs of fences,	673	97
Total for maintenance of way,	\$29,643	93
Cost per mile of road kept in repair,	\$1,145	75
Proportion for Pennsylvania, All in Pennsylvania.		

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$4,957	05
Repairs of machinery,	3,356	10
Repairs of passenger, baggage, and mail cars,	492	56
Total for maintenance of motive power and cars,	\$8,805	71
Cost per mile of road operated,	\$352	26

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$4,675	08
Salaries, wages, and incidentals chargeable to freight department, . .	9,054	03
Fuel—wood, Use old ties.		
Fuel—number of tons of coal, 2,588; cost,	8,316	94
Oil and waste,	3,208	68
Taxes,	4,300	36
Amount paid other corporations or individuals for use of all other cars,	4,299	14
General salaries and office expenses, law expenses, and all other ex-		
penses (except interest) not included in any of the above items, .	5,348	00
Total miscellaneous,	\$39,202	23
Amount per mile of road operated,	\$1,568	09
Total expenditures for operating the road,	77,651	87
Expenses per mile of road operated,	3,106	07
Expenses per train mile,		98.54

EARNINGS.

Passenger transportation, local,	\$2,480 80	} Total, .	\$2,654	25
Passenger transportation, through,	178 95			
Freight transportation, local,	\$129,032 72	} Total, .	144,665	58
Freight transportation, through,	15,632 88			
Rents,			551	00
Total,			\$147,870	88
Operating Expenses.				
Maintenance of way and buildings,	\$29,643 93			
Maintenance of motive power and cars,	8,803 71			
Miscellaneous,	39,202 23			
Total operating expenses, 52.51 per cent. of earnings,			77,651	87
Net earnings,			\$70,218	96
Earnings per mile of road operated,			\$5,914	83
Expenses per mile of road operated,			3,106	08
Net earnings,			\$2,808	75

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Philadelphia and Reading Express Company one third gross receipts.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? No mail.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$426,900 00

Amount of stocks issued as stock dividends, and dates of issue, None.
Rate and date of all cash dividends on stock of original and consolidated companies : Original November 7, 1881, twelve per cent.

Number and per cent. of dividends : One, twelve per cent.		
Amount paid in dividends,	\$51,228	00
Paid to sinking fund : No sinking fund account.		
Balance for the year or surplus,	\$14,410	23
Total surplus,	\$4,580	73
Surplus invested as follows :		
Cash and loans,	\$13,990	96
Material, fuel, and stores,	10,000	00

STATE OF PENNSYLVANIA,)
County of Lehigh, } ss :

Personally appeared before me, Joshua Hunt, president, and John Williams, treasurer, of the Catasauqua and Fogelsville Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed) JOSHUA HUNT, *President.*
JOHN WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this 11th day of January, A. D. 1882.
R. AUG. AMLY, *Justice of the Peace.*

REPORT
OF THE
Chartiers Railway Company for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. B. Roberts, President,	—
Albert Hewson, Secretary and Treasurer,	—

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
S. M. Felton,	Philadelphia, Pa,
A lexander Biddle,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
W istar Morris,	Philadelphia, Pa.
S. Kneass,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$800,000	00
Capital stock authorized by votes of company,	800,000	00
Capital stock, amount subscribed,	647,800	00
Capital stock, total amount now paid in,	647,800	00
Capital stock, number of shares issued, 12,956		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due October 1, 1901, bear interest at 7 per cent., which is payable April 1 and October 1,) amount,	\$500,000	00
Total amount now of funded debt,	\$500,000	00
Total amount now of floating and funded debt,	500,000	00
Total cash realized from capital stock and debt,	\$1,034,313	00

COST.

Total cost of entire road to date,	\$1,122,336	10
Average of same per mile of road laid,	\$49,225	26

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mansfield, Pa., to Washington, Pa., .	22.8	22.8
Length of single main track,	22.8	22.8
Aggregate length of main line and branches,	22.8	22.8
Aggregate length of sidings and other track not above enumerated,	2.9	2.9
Aggregate length of main line, branches, leased roads, sidings, and other track,	25.7	25.7

Gauge.

What is the gauge of your lines? 4 ft. 9 inches.

Track.

Miles of iron rail in use, 25.7
Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles.

Wooden bridges, number of, 22; aggregate length, . . . 2,150 feet.
Iron bridges, number of, 3; aggregate length, 180 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 18; Freight,
10; total, 28
Number of wood and water stations on main road, . . . 2
Value of real estate held by the company, exclusive of road-
way, \$4,402 20
Number of tunnels, 2; aggregate length, 800 feet.
How is track laid and on what foundation? Cross-ties and stone ballast.

Equipment.

Equipment furnished by lessee.
This road is leased and returns are made by the Pittsburgh, Cincinnati and St. Louis Railway Company, lessee, to which company it is leased for ninety-nine years, from January 1, 1872.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 12,956 shares,
at \$50 per share, \$647,800 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, G. B. Roberts, president, and Albert Hewson, treasurer, of the Chartiers Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) G. B. ROBERTS, *President.*
ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me this 9th day of February, A. D. 1882.
JOHN C. SIMS, Jr., *Notary Public*

REPORT

OF THE

Pittsburgh, Cincinnati and St. Louis Railway Company, Lessee of the Chartiers Railway Company, for the year ending December 31, 1881.

Officers, capital stock, debt, and cost reported by Chartiers Railway Company.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mansfield, Pa., to Washington, Pa., .	22.8	22.8
Length of single main track,	22.8	22.8
Aggregate length of main line, and branches,	22.80	22.80
Aggregate length of leased roads,	1.55	1 55
Aggregate length of main line, branches, leased roads, sidings, and other track,	24.35	24.35

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 21.38
Miles of steel rail in use, 1.42
Weight of rail per yard, { Iron, 60 pounds.
Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 22
Wooden bridges, number of, 19 ; aggregate length, 1,668 feet.
Iron bridges, number of, 3 ; aggregate length, 392 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? None.

What railroads cross your road, either over or under your grade, in this Commonwealth ? None.

Stations.

Number of stations on main road : Passenger, 18 ; freight, 9 ; total,	27
Number of engine-houses and shops in Pennsylvania, 2 ; total number entire road,	2
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of roadway,	\$2,000 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	2,000 00
Number of tunnels, 2 ; aggregate length,	800 feet.
How is track laid, and on what foundation ? On cross-ties with stone ballast.	

Equipment.

Equipment owned by Pittsburgh, Cincinnati and St. Louis Railway Company, and included in their report.	
Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	12
Average weight of passenger trains, including locomotive and tender, in working order, exclusive of load,	105 tons.
Average weight of freight trains, including locomotive and tender, in working order, exclusive of load,	160 tons.

Employees.

Average number of persons regularly employed by company, including officials,	44
Same in Pennsylvania,	44

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	45,081
Number of miles run by freight trains,	19,065
Number of miles run by coal trains,	7,125
Number of passengers (all classes) carried in cars,	163,116
Number of passengers carried one mile,	1,778,805
Number of passengers carried one mile in Pennsylvania,	1,778,805
Number of tons of freight carried one mile,	1,424,769
Number of tons of freight carried one mile in Pennsylvania,	1,424,769
Gross amount of tonnage for the year, (2,000 pounds per ton,)	289,361
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	11

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	8,953	July, 1881,	18,930
February, 1881,	8,998	August, 1881,	15,819
March, 1881,	12,749	September, 1881,	20,305
April, 1881,	12,144	October, 1881,	16,129
May, 1881,	13,051	November, 1881,	18,280
June, 1881,	18,169	December, 1881,	14,639

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite and Bituminous coal,	260,785	Stone and lime,	1,304
including coke,	84	Agricultural products,	9,272
Petroleum and other oils,	112	Merchandise and manufacturers,	7,471
Pig iron,	18	Live stock,	3,682
Railroad iron,	291	Lumber,	4,550
Other iron or castings,		Other articles,	1,892

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class way passengers, 3 cents.

Rate per Ton (of 2,000 pounds) per mile charged for Freight.

For local freight, per ton per mile, 3.59 cents.
For local coal, per ton per mile, 3.59 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,		\$3,100 00	\$3,100 00
February, 1881,		3,149 00	3,149 00
March, 1881,		4,303 00	4,303 00
April, 1881,		4,006 00	4,006 00
May, 1881,		4,629 00	4,629 00
June, 1881,		3,616 00	4,616 00
July, 1881,		4,505 00	4,505 00
August, 1881,		5,126 00	5,126 00
September, 1881,		6,222 27	6,222 27
October, 1881,		5,324 00	5,324 00
November, 1881,		4,134 51	4,134 51
December, 1881,		4,874 92	4,874 92
Total,		\$54,890 70	\$54,390 70

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,		\$3,689 82	\$3,689 82
February, 1881,		3,570 61	3,570 61
March, 1881,		3,870 78	3,870 78
April, 1881,		4,121 80	4,121 80
May, 1881,		3,448 33	3,448 33
June, 1881,		3,946 95	3,946 95
July, 1881,		4,208 00	4,208 00
August, 1881,		4,901 00	4,901 00
September, 1881,		4,692 95	4,692 95
October, 1881,		4,512 00	4,512 00
November, 1881,		5,530 00	5,530 00
December, 1881,		4,685 29	4,685 29
Total,		\$51,177 53	\$51,177 53

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881, . . .	\$131	77	\$200	00	\$15	33	\$347	10
February, 1881, . . .	131	77	200	00	15	33	347	10
March, 1881, . . .	131	77	200	00	112	83	444	60
April, 1881, . . .	131	76	140	00	47	84	319	60
May, 1881, . . .	131	76	125	00	47	82	304	58
June, 1881, . . .	131	76	120	00	47	83	299	59
July, 1881, . . .	131	77	120	00	47	84	299	61
August, 1881, . . .	131	77	150	00	47	84	329	61
September, 1881, . . .	131	77	228	04	87	31	447	12
October, 1881, . . .	200	55	249	70	89	93	490	18
November, 1881, . . .	148	96	294	17	81	80	474	93
December, 1881, . . .	148	96	178	46	81	57	358	99
Total,	\$1,684	37	\$2,205	37	\$573	27	\$4,463	01
Total passenger earnings for the year,							\$54,390	70
Total freight earnings for the year,							51,177	53
Total earnings from all other sources,							4,463	01
Total earnings for the year,							\$110,031	24
Total receipts from all sources on whole length of line,							\$110,031	24
Proportion of earnings in Pennsylvania to earnings of whole line: All in Pennsylvania.								

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$22,784	92
New steel rails,	2,752	60
Repairs of bridges,	9,008	45
Repairs of buildings and fixtures,	1,291	98
Repairs of fences,	554	53
All other expenses for maintenance of way,	956	57
Total for maintenance of way,	\$37,349	05
Cost per mile of road kept in repair,	\$1,638	12
Proportion for Pennsylvania,	1,638	12

Cost of maintenance of Motive Power.

Repairs of locomotives,	\$4,749	37
All other expenses for maintenance of motive power,	4,617	84
Total for maintenance of motive power and cars,	\$9,367	21
Cost per mile of road operated,	\$410	84
Proportion for Pennsylvania,	410	84

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$6,593	85
Salaries, wages, and incidentals chargeable to freight department,	6,467	72
Wages of switchmen, signalmen, gatekeepers, and watchmen,	465	59
Fuel—number cords of wood, 19½; cost,	36	00
Fuel—number tons of coal, 2,416; cost,	2,734	56
Damages for injuries to persons,	12	50
Damage for loss of goods and baggage,	32	69
Taxes,	780	25
Telegraph expenses,	633	95
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	970	59
Total miscellaneous,	\$18,727	70
Amount per mile of road operated,	\$821	39
Proportion for Pennsylvania,	821	39
Total expenditures for operating the road,	65,443	96
Expenses per mile of road operated,	2,870	35
Expenses per mile of single track operated, not including sidings, . .	2,870	35
Expenses per train mile,		83.5
Proportion for Pennsylvania,		83.5

EARNINGS.

Passenger transportation, local,	\$54,390	70
Freight transportation, local,	51,177	53
Mail service,	1,684	37
Express service,	2,205	37
All other sources of income,	573	27
Total,	\$110,031	24
Operating Expenses.		
Maintenance of way and buildings,	\$37,349 05	
Maintenance of motive power and cars,	9,367 21	
Miscellaneous,	18,727 70	
Total operating expenses, \$65,443 96, being 59.48 per cent. of earn- ings,	65,443	96
Net earnings,	\$44,587	28
Less amount paid for equipment hired,	6,368	98
Net,	\$38,218	30
Earnings per mile of road operated,	\$4,825	93
Expenses per mile of road operated,	2,870	35
Net earnings,	\$1,955	58

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company; 40 per cent. of gross receipts from all business.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$76 10 per mile per annum.

STOCK AND DIVIDENDS.

Should be reported by Chartiers Railway Company.

ACCIDENTS TO PERSONS.

	FROM CAUSES BE- YOND THEIR OWN CONTOL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	. . . . .	2	. . . . .	3
Others,
Total,	1	. . . . .	2	. . . . .	3

Statement of each Accident.

John Bane, injured ; skull fractured, &c., derrick car upset, Hastings, October 15, 1881.

H. P. Simons, injured ; dislocation of left thigh, &c., climbing on cars, Mansfield, November 29, 1881.

H. Herrick, injured ; hand mashed, coupling, Canonsburg, December 17, 1881.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, Thomas D. Messler, vice president, and J. W. Renner, auditor, of the Pittsburgh, Cincinnati and St. Louis Railroad Company, lessee of Chartiers railway, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) THOS. D. MESSLER, Vice President.
J. W. RENNER, Auditor.

Sworn and subscribed before me, this 31st day of January, A. D. 1882.
W. C. BOYLE, Notary Public.

R E P O R T
OF THE
*Chester and Delaware River Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. A. Nicolla, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth Street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
F. B. Gowen,	Philadelphia.
Henry Lewis,	Philadelphia.
Joseph B. Altemus,	Philadelphia.
Eckley B. Coxe,	Drifton, Pa.
William Ward,	Chester, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$40,000	00
Capital stock, amount subscribed,	40,000	00
Capital stock, total amount now paid in,	39,550	00
Capital stock, number of shares issued, full paid, 790		
Capital stock, amount paid in on each share issued,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Total amount now of debt,	\$195,100	99
-------------------------------------	-----------	----

COST.

Total cost of entire road to date,	\$220,915	21
Average of same per mile of road laid, 4.2 miles,	\$52,598	86
Average of same per mile of track, 6.1 miles,	36,215	61

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Thurlow to Eddystone,	4.2	
Length of single main track,	4.2	
Aggregate length of main line and branches,	4.2	
Aggregate length of sidings and other track not above enumerated,	1.9	
Aggregate length of main line, branches, leased roads, sidings, and other track,	6.1	

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, miles of track. 6.1
Miles of steel rail in use, None.
Weight of rail per yard, iron, 56 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line. 7
Wooden bridges, number of, 3; aggregate length, 380 feet.
Iron bridges, number of, 1; aggregate length, 54 feet.
Wooden trestles, number of, 3; aggregate length, 226 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight, 2
Number of wood and water stations on main road, 1
Value of real estate held by the company, exclusive of roadway, \$30,480 00
Number of tunnels, None.

How is track laid and on what foundation? Piling and cross-ties, gravel and broken stone ballast.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$39,550 00

This road being controlled and operated by the Philadelphia and Reading Railroad Company, all returns not here given will be included in their report.

STATE OF PENNSYLVANIA,)
County of Philadelphia,) 88 :

Personally appeared before me, G. A. Nicolls, president, and John Welch, treasurer, of the Chester and Delaware River Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

G. A. NICOLLS, *President.*
JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1882.
J. Y. HUMPHREY, *Notary Public.*

REPORT

OF THE

Chester Creek Railroad Company, for the year ending
December 31, 1881.

OFFICERS.

Names.	Residences.
Samuel M. Felton, President,	Philadelphia, Pa.
William Ward, Secretary,	Chester, Delaware county, Pa.
Henry Ward, Treasurer,	Philadelphia, Pa.

General offices at 3100 Chestnut street, Philadelphia, Pa.

Names of Directors.	Residences.
Isaac Hinckley,	Philadelphia, Pa.
David Woelper,	Chadd's Ford, Delaware county, Pa.
Charles Warner,	Wilmington, Del.
Amos Gartside,	Chester, Delaware county, Pa.
Thomas Appleby,	Chester, Delaware county, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$185,000	00
Capital stock authorized by votes of company,	185,000	00
Capital stock, amount subscribed,	185,000	00
Capital stock, total amount now paid in,	185,000	00
Capital stock, number of shares issued,	3,700	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1903, bear interest at 6 per cent., which is payable January 1 and July 1,) amount,	\$185,000	00
Total amount now of funded debt,	\$185,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$6,297	67
The amount now of floating debt,	6,297	67
Total amount now of floating and funded debt,	\$191,297	67
Funded debt, as per last report,	\$185,000	00
Floating debt, as per last report,	6,297	67
Total cash realized from capital stock and debt,	\$376,297	67

COST.

Total cost of entire road to date,	\$376,297	67
Average of same per mile of road laid,	\$51,903	12
Proportion of same for Pennsylvania,	51,903	12

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lamokin Junction, Philadelphia, Wilmington and Baltimore railroad, to Junction Philadelphia and Baltimore Central railroad,	7½	7½
Length of single main track,	7½	7½

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of steel rail in use, 7½
Weight of rail per yard, steel, 52½, 55, & 58 lbs.

Bridges and Trestles.

Iron bridges, number of, 2; aggregate length, 50 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Baltimore Central railroad, at Junction near Lenni.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road : Passenger and freight,	8
Number of stations on branches,	None.
Number of stations on leased roads,	None.
Number of engine-houses and shops in Pennsylvania,	None.
Number of wood and water stations on main road,	1
Number of tunnels,	None.

How is track laid, and on what foundation? Fish joints, stone ballast.

The road is leased to the Philadelphia and Baltimore Central Railroad Company, from January 13, 1868, for nine hundred and ninety-nine years, and is worked by said company as part of its road.

The terms of the lease are, that the Chester Creek Railroad Company is to derive a rent for the use of their road, payable on the 1st of July and 1st of January, to wit: Three per cent. dividend on \$185,000, amount of its capital stock, and three per cent. interest on \$185,000, amount of its bonds, which semi-annual rent amounts to \$11,100.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$185,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.

Number and per cent. of dividends: Two, 1st of January and 1st of July, 1881, 6 per cent.,	\$11,100 00
Amount paid in dividends,	11,100 00

STATE OF PENNSYLVANIA, }
City of Philadelphia, } ss :

Personally appeared before me, Samuel M. Felton, president, and Henry Wood, treasurer, of the Chester Creek Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) S. M. FELTON, *President.*
HENRY WOOD, *Treasurer.*

Sworn and subscribed before me, this 21st day of December, A. D. 1881.
JOHN G. LAMB, *Notary Public.*

R E P O R T
OF THE
*Chester Valley Railroad Company, for the year ending
December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John F. Gilpin, President,	Philadelphia.
William H. Holstein, Secretary and Treasurer,	Bridgeport P. O., Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
Franklin B. Gowen,	Philadelphia.
Coffin Colket,	Philadelphia.
J. B. Lippincott,	Philadelphia.
John Ashhurst,	Philadelphia.
H. Pratt McKean,	Philadelphia.
J. V. Williamson,	Philadelphia.
William H. Holstein,	Bridgeport, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$871,900	00
Capital stock, amount subscribed,	871,900	00
Capital stock, total amount now paid in,	871,900	00
Capital stock, number of shares issued, 17,438		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due May 1, 1872, bear interest at 7 per cent., which is payable May and November,) amount,	\$500,000	00
Total amount now of funded, debt,	\$500,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Un- paid coupons, \$385,000 00		
The amount now of floating debt,	385,000	00
Total amount now of floating and funded debt,	\$885,000	00
Funded debt, as per last report, \$500,000 00		
Floating debt, as per last report, 385,000 00		
Total cash realized from capital stock and debt,	\$1,756,900	00

COST.

Total cost of entire road to date,	\$1,756,900 00
--	----------------

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—from Bridgeport to Downingtown,	21½	21½
Length of single in-in track,	21½	21½
Length of double main track,	2	2

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 28

Weight of rail per yard, iron, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 58

Wooden bridges, number of, 28; aggregate length, 1,000 feet.

Stone bridges, number of, 26; aggregate length, 1,556 feet.

Wooden trestles, number of, 4; aggregate length, 370 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? East Brandywine railroad, at Downingtown.

Stations.

Number of stations on main road: Passenger and freight, 16

Number of engine-houses and shops in Pennsylvania, 1;

total number entire road, 1

Number of wood and water stations on main road, 2

Value of real estate held by the company, exclusive of roadway, \$3,000 00

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, 3,000 00

Number of tunnels, None.

How is track laid, and on what foundation? Stone and gravel.

The Chester Valley railroad is operated by the Philadelphia and Reading Railroad Company, and by them worked as a branch road. It is leased from year to year, and the Chester Valley Company receives as its portion forty-five per cent. of the gross receipts, for all under \$30,000; and above \$30,000, fifty per cent. of gross receipts. To all unanswered questions, we respectfully refer the Secretary of Internal Affairs to said Philadelphia and Reading Railroad Company.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, John F. Gilpin, president, and William H. Holstein, treasurer, of the Chester Valley Railroad Company, who,

being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

JOHN F. GILPIN, *President.*
WM. H. HOLSTEIN, *Treasurer.*

Sworn and subscribed before me, this 11th day of November, A. D. 1881.
JOHN RODGERS, *Notary Public.*

REPORT
OF THE
*Chestnut Hill Railroad Company, for the year ending
December 31, 1881.*

<i>Names.</i>	<i>Residences.</i>
Coffin Colket, President,	Philadelphia, Pa.
Wm. W. Stephens, Secretary and Treasurer,	Philadelphia, Pa.
General offices at No. 12, Philadelphia Exchange, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Coffin Colket,	Philadelphia, Pa.
Joseph Patterson,	Philadelphia, Pa.
Wm. L. Schaffer,	Philadelphia, Pa.
F. B. Gowen,	Philadelphia, Pa.
E. H. Weil,	Philadelphia, Pa.
Wm. W. Colket,	Philadelphia, Pa.
H. K. Smith,	Philadelphia, Pa.
A. E. Dougherty,	Philadelphia, Pa.
W. S. Wilson,	Chester county, Pa.
John Clavton,	Philadelphia, Pa.
Lewis Elkin,	Philadelphia, Pa.
Jos. B. Townsend,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$120,650	00
Capital stock authorized by votes of company,	120,650	00
Capital stock, amount subscribed,	120,650	00
Capital stock, total amount now paid in,	120,650	00
Capital stock, number of shares issued, 2,418		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$120,650	00
Average of same per mile of road laid,	\$29,284	00
Proportion of same for Pennsylvania, All in Pennsylvania.		
Average cost of equipment per mile of road operated by company : No equipment.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Germantown to Chestnut Hill,	4 ¹ / ₂	
Length of single main track,	4 ¹ / ₂	
Length of double main track,	1	

Gauge.

What is the gauge of your lines ? 4 feet 8 ¹/₂ inches.

Track.

Miles of iron rail in use, 4 ¹/₂ miles.
Miles of steel rail in use, None.
Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 4
Wooden bridges, number of, 3 ; aggregate length, 150 feet.
Stone bridges, number of, 1 ; aggregate length, 50 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? None.

Stations.

Number of stations on main road : Passenger and freight, 8
Number of engine-houses and shops in Pennsylvania, None.
Value of real estate held by the company, exclusive of road-way, \$15,505 98
Value of real estate held by the company, exclusive of road-way, in Pennsylvania, 15,505 98
How is track laid, and on what foundation ? Slag ballast and cross-ties two feet apart.

This road is leased to the Philadelphia and Reading Railroad Company, for a term of nine hundred and ninety-nine years, from December 1, 1870, at an annual rent of \$14,478, being twelve per cent. on the capital stock of 2,413 shares, at a par value of \$50 per share, payable quarterly, together with a yearly payment of \$2,000, for the purpose of maintaining the corporate organization of the company.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Thurlow to Eddystone,	4.2	
Length of single main track,	4.2	
Aggregate length of main line and branches,	4.2	
Aggregate length of sidings and other track not above enumerated,	1.9	
Aggregate length of main line, branches, leased roads, sidings, and other track,	6.1	

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, miles of track, 6.1
Miles of steel rail in use, None.
Weight of rail per yard, iron, 56 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 7
Wooden bridges, number of, 3 ; aggregate length, 380 feet.
Iron bridges, number of, 1 ; aggregate length, 54 feet.
Wooden trestles, number of, 3 ; aggregate length, 226 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight, 2
Number of wood and water stations on main road, 1
Value of real estate held by the company, exclusive of roadway, \$30,480 00
Number of tunnels, None.

How is track laid and on what foundation? Piling and cross-ties, gravel and broken stone ballast.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$39,550 00

This road being controlled and operated by the Philadelphia and Reading Railroad Company, all returns not here given will be included in their report.

STATE OF PENNSYLVANIA,) 88 :
County of Philadelphia, }

Personally appeared before me, G. A. Nicolls, president, and John Welch, treasurer, of the Chester and Delaware River Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

G. A. NICOLLS, *President.*
JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1882.
J. Y. HUMPHREY, *Notary Public.*

REPORT

OF THE

Chester Creek Railroad Company, for the year ending
December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Samuel M. Felton, President,	Philadelphia, Pa.
William Ward, Secretary,	Chester, Delaware county, Pa.
Henry Ward, Treasurer,	Philadelphia, Pa.

General offices at 3100 Chestnut street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Isaac Hinkley,	Philadelphia, Pa.
David Woelper,	Chadd's Ford, Delaware county, Pa.
Charles Warner,	Wilmington, Del.
Amos Gartaide,	Chester, Delaware county, Pa.
Thomas Appleby,	Chester, Delaware county, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$185,000	00
Capital stock authorized by votes of company,	185,000	00
Capital stock, amount subscribed,	185,000	00
Capital stock, total amount now paid in,	185,000	00
Capital stock, number of shares issued,	8,700	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Cleveland to Rochester, Pa., 97.60; to Yellow Creek, O., to Bellair, O., 68.97; total,	166.57	15
Length of single main track,	162.85	15
Length of double main track,	3.72	
Branches.		
Tuscarawas branch, from Bayard, O., } Length of branch, . . .	31.18	
to New Philadelphia, O., } Length of single track, .	31.18	
Leased Roads.		
Joint occupancy of Pittsburgh, Fort } Length of road, . . .	25.65	
Wayne and Chicago railway, from } Length of double track, .	25.65	
Rochester, Pa., to Pittsburgh, Pa., }		
Aggregate length of main line and branches,	197.75	15
Aggregate length of leased roads,	25.65	25.65
Aggregate length of sidings and other track not above enumerated,	65.60	9.83
Aggregate length of main line, branches, leased roads, sidings, and other track,	287.40	49.90

For further report see report of lessee.

STOCKS AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies: Declared February 10, seven per cent., \$11,214,950, and ten per cent., \$18,450; May 10, seven per cent., \$11,214,950, and ten per cent., \$18,450; August 10, seven per cent., \$11,215,000, and ten per cent., \$18,450; November 10, seven per cent., \$11,215,200, and ten per cent., \$18,450.

Amount paid in dividends,	\$786,952	34
Paid to sinking fund,	83,493	00

STATE OF OHIO, }
County of Cuyahoga, } ss:

Personally appeared before me, G. A. Ingersoll, treasurer, of the Cleveland and Pittsburgh Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of his knowledge and belief.

(Signed) G. A. INGERSOLL, Treasurer.

Sworn and subscribed before me, this 18th day of January, A. D. 1882.

L. P. CARR, Notary Public.

REPORT

OF THE

Lessee of the Cleveland and Pittsburgh Railroad for
the year ending December 31, 1881.

OFFICERS OF THE PENNSYLVANIA COMPANY, OPERATING.

Names.	Residences.
George R. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John E. Davidson, Assistant Comptroller,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
W. H. Barnes, Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Counsel,	Pittsburgh, Pa.
F. Slataper, Chief Engineer,	Pittsburgh, Pa.
D. W. Caldwell, General Manager,	Pittsburgh, Pa.
W. A. Baldwin, Manager,	Pittsburgh, Pa.
R. F. Smyth, Assistant Manager,	Cleveland, O.
John Thomas, Division Superintendent,	Cleveland, O.
William Stewart, General Freight Agent,	Pittsburgh, Pa.
E. A. Ford, General Passenger and Ticket Agent,	Pittsburgh, Pa.

General offices at Cleveland, Ohio.

Names of Directors of Pennsylvania Company.	Residences.
George R. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
Henry H. Houston,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Samuel M. Felton,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John Price Wetherill,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
W. H. Barnes,	Pittsburgh, Pa.

All figures in this report relating to the business of December are estimated.

For capital stock, debt, and cost, see lessee report.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Cleveland to Rochester and Yellow Creek to Bellair,	166.57	15
Length of single main track,	162.85	15
Length of double main track,	3.72	
Branches.		
Tuscarawas branch, from Bayard, O., } Length of branch, . . .	31.18	
to New Philadelphia, O., } Length of single track, .	31.18	
Leased Roads.		
Joint use of P., Ft. W. and C. rail- } Length of road,	25.65	25.65
way, from Rochester, Pa., to Pitts- } Length of double track, .	25.65	25.65
burgh, Pa.,		
Aggregate length of main line and branches,	197.75	15
Aggregate length of leased roads,	25.65	25.65
Aggregate length of sidings and other track not above enumer- ated,	70.90	9.35
Aggregate length of main line, branches, leased roads, sidings, and other track,	294.30	50

Gauge.

What is the gauge of your lines? 4 ft. 9 inches.

Track.

Miles of iron rail in use,	120
Miles of steel rail in use,	149.65
Weight of rail per yard, { Iron,	60 pounds.
{ Steel,	60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	128
Wooden bridges, number of, 55 ; aggregate length, . . .	4,634 feet.
Stone bridges, number of, 42 ; aggregate length,	2,938 feet.
Iron bridges, number of, 28 ; aggregate length,	1,877 feet.
Wooden trestles, number of, 3 ; aggregate length,	399 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth? Pittsburgh and Lake Erie Railroad, at Beaver, Pa.

Stations.

Number of stations on main road: Passenger, 11; com- bined, 30 ; freight, 5 ; total,	46
Number of stations on branches, combined,	9
Number of stations on leased roads : Passenger, 6 ; freight, 5 ; total,	11

Number of engine-houses and shops in Pennsylvania, 1 ;
total number entire road, 4
Number of wood and water stations on main road, . . . 17
Number of wood and water stations on branches, . . . 5
Number of tunnels, 1 ; aggregate length, 1,010 feet.
How is track laid, and on what foundation? T rail, cross-ties ; gravel,
cinder, and slag superstructure.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 80 tons weight,	53		
Number of locomotives of more than 20 tons weight,	44		
Number of first-class passenger cars,	41	\$3,875	00
Number of second-class passenger cars,	5	1,200	00
Number of baggage, mail, and express cars,	22	1,438	00
Number of freight cars, house cars,	600	780	00
Number of coal, ore, and stone cars,	2,620	586	00
Number of caboose cars,	46	1,060	00

What kind of train brake is in use on your road? Westinghouse air-brake.
Average number of cars in passenger trains, including baggage cars, 4.2
Average number of cars in freight trains, 19.1
Average weight of passenger trains, including locomotive and tender, in working order, exclusive of load, . . . 122 tons.
Average weight of freight trains, including locomotive and tender, in working order, exclusive of load, 235 tons.

Employees.

Average number of persons regularly employed by company, including officials, 1,695
Same in Pennsylvania, 156

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 571,971
Number of miles run by freight and coal trains, 1,965,633
Number of through passengers for the year on main road, 56,015
Number of passengers (all classes) carried in cars, . . 906,308
Number of passengers carried one mile, 22,275,029
Number of passengers carried one mile in Pennsylvania, . 5,295,647
Number of tons of 2,000 pounds of through freight for the year on main road, 750,996
Number of tons of freight carried one mile, 211,212,606
Number of tons of freight carried one mile in Pennsylvania, 38,769,655
Gross amount of tonnage for the year, (2,000 lbs., per ton,) 2,481,592

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	17

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	61,864	July, 1881,	81,050
February, 1881,	57,282	August, 1881,	88,163
March, 1881,	69,089	September, 1881,	103,781
April, 1881,	69,078	October, 1881,	85,639
May, 1881,	69,608	November, 1881,	71,716
June, 1881,	72,135	December, 1881,	76,903

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal, 1,192,561	Stone and lime,	103,536
Petroleum and other oils, 95,308	Agricultural products,	58,898
Pig iron, 110,893	Merchandise and manufactures,	319,433
Railroad iron, 40,582	Live stock,	16,590
Other iron or castings, 43,508	Lumber,	104,296
Iron and other ores, 324,612	Other articles,	66,394

Rate of Fare for Passengers charged for the respective classes per mile.

For first class through passengers,	1.68 cents.
For first class way passengers,	3.35 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

Net average of our rate for through and local business for the year, including coal, per ton per mile, is	1.17
---	------

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$7,120	19	\$25,167	88	\$32,288	07
February, 1881,	6,642	15	23,454	72	30,096	87
March, 1881,	8,337	49	29,028	38	37,365	87
April, 1881,	8,489	43	29,461	89	37,951	31
May, 1881,	11,964	64	30,652	00	42,616	64
June, 1881,	11,110	11	33,326	82	44,436	93
July, 1881,	14,297	72	37,927	91	52,225	63
August, 1881,	12,382	40	42,361	89	54,724	29
September, 1881,	30,410	96	49,960	90	80,371	86
October, 1881,	10,986	76	40,441	78	51,428	54
November, 1881,	9,887	19	33,893	11	43,785	30
December, 1881,	10,193	52	33,457	48	43,651	00
Total,	\$141,802	56	\$409,139	76	\$550,942	32

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$76,796	22	\$114,405	98	\$191,202	15
February, 1881,	80,867	78	93,985	74	174,853	52
March, 1881,	98,322	44	129,261	22	227,583	66
April, 1881,	82,801	28	119,781	55	202,582	83
May, 1881,	79,433	42	126,284	38	205,717	80
June, 1881,	90,992	95	113,131	81	204,124	76
July, 1881,	79,533	70	113,068	59	192,602	29
August, 1881,	103,162	87	121,242	40	224,405	27
September, 1881,	99,834	62	115,648	38	215,532	90
October, 1881,	93,561	74	130,565	21	224,126	95
November, 1881,	99,817	83	116,893	45	216,741	28
December, 1881,	74,891	36	119,177	64	194,069	00
Total,	\$1,060,096	21	\$1,413,446	20	\$2,473,542	41

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,	\$2,322	93	\$3,333	33	\$2,496	53	\$8,152	79
February, 1881,	2,322	93	3,333	33	3,171	69	8,827	95
March, 1881,	2,322	93	3,333	33	4,184	24	9,846	50
April, 1881,	2,322	93	3,333	33	2,856	10	8,512	36
May, 1881,	2,322	93	3,333	33	2,390	73	8,036	99
June, 1881,	2,322	93	3,333	33	1,330	66	6,986	92
July, 1881,	2,322	93	3,333	37	1,747	14	7,403	44
August, 1881,	2,322	93	3,333	33	1,938	16	3,718	10
September, 1881,	2,322	93	3,333	33	18	30	5,674	56
October, 1881,	2,322	93	466	67	1,078	69	2,931	95
November, 1881,	2,322	93	3,333	33	1,040	14	6,696	40
December, 1881,	2,322	93	3,333	33	1,313	74	7,000	00
Total,	\$27,875	16	\$36,200	00	\$19,709	80	\$83,784	96

Total passenger earnings for the year,	\$550,942	82
Total freight earnings for the year,	2,473,542	41
Total earnings from all other sources,	83,784	96
Total earnings for the year,	\$3,108,269	69
Proportion of earnings in Pennsylvania, to earnings of whole line,	\$565,582	56

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$137,550	93
New passenger cars, number of, 3,	12,323	04
Any other expenditures chargeable to this account,	55,620	72
Total,	\$205,494	69

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$165,870	95
New iron and steel rails, number of tons, 2,000,	57,165	67
Repairs of bridges,	41,426	10
Repairs of buildings and fixtures,	82,753	16
Repairs of fences,	7,018	42
All other expenses for maintenance of way,	24,602	80
Total for maintenance of way,	\$329,357	10
Cost per mile of road kept in repair,	\$1,469	81
Proportion for Pennsylvania,	59,747	78

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$94,428	76
Repairs of machinery,	8,152	19
Repairs of passenger, baggage, and mail cars,	82,785	82
Repairs of freight cars,	161,812	71
All other expenses for maintenance of motive power and cars,	23,615	96
Total for maintenance of motive power and cars,	\$320,825	44
Cost per mile of road operated,	\$1,438	10
Proportion for Pennsylvania,	58,377	47

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$133,700	72
Salaries, wages, and incidentals chargeable to freight department,	463,212	64
Wages of switchmen, signalmen, gatekeepers, and watchmen,	47,337	79
Fuel—number cords of wood, 6,298; cost,	8,733	75
Fuel—number tons of coal, 63,495; cost,	99,651	90
Oil and waste,	22,035	97
Damages for injuries to persons,	6,010	49
Damages for cattle killed or injured,	2,556	18
Damage for loss of goods and baggage,	2,416	06
Taxes,	71,079	21
Telegraph expenses,	28,259	74
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	66,428	48
Total miscellaneous,	\$91,372	99
Amount per mile of road operated,	\$1,253	60
Proportion for Pennsylvania,	173,112	09
Total expenditures for operating the road,	1,600,555	53
Total charged to road and equipment,	205,494	69
Expenses per mile of road operated,	7,164	51
Expenses per mile of single track operated, not including sidings,	6,332	06
Expenses per train mile,		63
Proportion for Pennsylvania,	291,237	34

EARNINGS.

Passenger transportation, local,	\$409,139 76	} Total,	\$550,942	32
Passenger transportation, through,	141,802 56			
Freight transportation, local,	\$1,413,446 20	} Total,	2,473,542	41
Freight transportation, through,	1,060,096 21			
Mail service,			27,875	16
Express service,			36,200	00
All other sources of income,			19,709	80
Total,			\$3,108,269	69
Operating Expenses.				
Maintenance of way and buildings,	\$328,357 10			
Maintenance of motive power and cars,	320,825 44			
Miscellaneous,	951,372 99			
Lease of Pittsburgh, Fort Wayne and Chicago railway, and interest on improvements,	103,478 12			
Total operating expenses,			1,704,033	65
Net earnings,			\$1,404,236	04
Add joint earnings of Pittsburgh, Fort Wayne and Chicago railway,	\$271,507 77			
Less sundry expenses connected therewith,	73,688 99		197,818	78
			\$1,602,054	82
Earnings per mile of road operated,			\$18,913	47
Expenses per mile of road operated,			7,627	72
Net earnings,			\$6,285	74

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company, and Union Express Company; forty per cent. of receipts from general merchandise, except oysters; seventy per cent. of receipts from oysters, with a minimum of \$40,000 per annum.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman Palace Car Company; in parlor cars, twenty-five cents to seventy-five cents for each seat; in sleeping cars, \$1 50 for one double berth, and \$3 00 for one section.

U. S MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Route 21,003, Pittsburgh and Bellaire; route 21,006, Cleveland and Wellsville; route 21,008, Bayard and New Philadelphia; 27,875 16.

STOCK AND DIVIDENDS.

See lessor report.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	12	1	1	2	13
Employés,	1	12	3	4	3	4
Others,	1	12	4	5	5	17
Total,	1	12	4	5	5	17

Statement of each Accident.

- January 19, 1881. J. J. Epler; Manchester yard; brakeman; injured while making coupling.
- January 31. Ralph Blott and Thomas Genar, others; run over while coasting down public road; fatally injured.
- February 5. Hugh McMullin, engine coaler; Manchester; slipped between engine and platform; arm broken.
- February 8. John K. Erwin, brakeman; Manchester yard; bruised while getting on train in motion.
- March 15. John Moon, other; Rochester; fell under train in motion; both legs crushed; intoxicated.
- April 8. John Warde, brakeman; Manchester yard; injured while climbing over moving train.
- April 22. D. N. Hughes, conductor; Manchester yard; slightly injured while coupling.
- April 28. Isaac C. Lee, brakeman; Vanport; struck by projecting fence board; injured slightly.
- April 27. John Lichaner, brakeman; Manchester yard; injured while coupling.
- May 21. Thomas Thompson, other; Manchester yard; run over while trespassing on track; leg broken.
- June 24. Henry Sample, brakeman; Manchester yard; foot caught in guard rail, knocked down and run over; slightly injured.
- June 27. James N. Nixon, brakeman; Manchester yard; struck by tank pipe; slightly injured.
- June 28. H. D. Bartholomew, conductor; Manchester yard; injured while coupling.
- July 22. Joseph Sloss, brakeman; Smith's Ferry; elbow crushed while making coupling.
- August 2. J. N. Conners, other; Penn Street yard, Pittsburgh; while getting on moving train fell and broke his leg; intoxicated.
- September 4. Alfred McFall, brakeman; Rochester; arm broken while coupling; had to be amputated.

September 15. John McGuire, other; Pittsburgh; fell under cars while trespassing; killed instantly.

September 24. Adam Schmid, other; Pittsburgh; injured while climbing over moving train.

November 8. J. Wooley, brakeman; Smith's Ferry; hand crushed while coupling; had to be amputated.

December 2. Patrick Maloney, trackman; Jack's Run; found dead on track.

December 21. E. L. Mushrush, conductor; Vanport; injured while coupling.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, Thomas D. Messler, vice president of the Pennsylvania Company, operating Cleveland and Pittsburgh Railroad, who, being duly sworn, did depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

THOS. D. MESSLER, *Vice President.*

Sworn and subscribed before me, this 1st day of February, A. D. 1882.

W. C. BOYLE, *Notary Public.*

STATE OF OHIO, }
County of Cuyahoga, } ss:

Personally appeared before me, James Instan, auditor of the Pennsylvania Company, operating the Cleveland and Pittsburgh Railroad, who, being duly sworn, did depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

JAMES INSTAN, *Auditor.*

Sworn and subscribed before me, this 31st day of January, A. D. 1882.

L. P. CARR,

Notary Public, Cuyahoga county, Ohio.

R E P O R T
OF THE
*Colebrookdale Railroad Company, for the year ending
November 30, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Joseph L. Bailey, President,	Pine Iron Works, Berks county.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
General offices at 227 South Fourth street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
D. B. Boyer,	Boyertown.
John C. Smith,	Pottstown.
David J. Brown,	Philadelphia.
J. Lowrie Bell,	Philadelphia.
William A. Church,	Philadelphia.
I. V. Williamson,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	300,000	00
Capital stock, amount subscribed,	300,000	00
Capital stock, total amount now paid in,	297,215	00
Capital stock, number of shares issued, full paid, 5,922		
Capital stock, amount paid in on each share issued,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due June 1, 1898, bear interest at 6 per cent., which is payable June and December,) amount,	\$600,000	00
Total amount now of floating debt,	112,826	87
Total amount now of floating and funded debt,	\$712,826	87
Funded debt as per last report, \$600,000	00	
Floating debt as per last report, 72,895	59	

COST.

Total cost of entire road to date,	\$668,797	23
Average of same per mile of road laid, 12.8 miles,	\$52,249	78
Average of same per mile of track, 15.09 miles,	44,320	56

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pottstown to Barto,	12.8	
Length of single main track,	12.8	
Aggregate length of main line and branches,	12.8	
Aggregate length of sidings and other track not above enumerated,	2.29	
Aggregate length of main line, branches, leased roads, sidings, and other track,	15.09	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, (miles of track,) 15.09
Miles of steel rail in use, None.
Weight of rail per yard, iron, 56 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 19
Wooden bridges, number of, 7; aggregate length, 452 feet.
Stone bridges, None.
Iron bridges, number of, 1; aggregate length, 25 feet.
Wooden trestles, number of, 11; aggregate length, 2,206 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger and freight, 9
Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Number of wood and water stations on main road, 1
Value of real estate held by the company, exclusive of roadway, \$14,108 07
Number of tunnels, None.
How is track laid, and on what foundation? Cross-ties, broken stone ballast.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, \$586 73

OPERATING EXPENSES.

Receipts.		
Rental—from Philadelphia and Reading Railroad Company, lessees,	\$17,698	29
Corporation Expenses.		
Contingent account,	\$462	10
State tax on capital stock,	17	77

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$297,215 00

All returns not here given will be included in the report of the Philadelphia and Reading Railroad Company, lessees.

Date of Lease.—January 1, 1870—for twenty years.

Terms of Lease.—Lessees to pay all expenses of operating, and to our company, as rental, a sum equal to thirty per cent. of gross receipts.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Joseph L. Bailey, president, and John Welch, treasurer, of the Colebrookdale Railroad Company, who, being duly sworn or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company. for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed). JOSEPH L. BAILEY, *President.*
JOHN WELCH, *Treasurer.*

Sworn or affirmed and subscribed before me, this 24th day of January, A. D. 1882.

J. Y. HUMPHREY, *Notary Public.*

R E P O R T
OF THE
*Columbia and Port Deposit Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Strickland Kneass,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.
General offices at No. 233 South Fourth street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
J. N. Du Barry,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
Joseph Lesley,	Bryn Mawr, Pa.
Jacob Tome,	Port Deposit, Md.
A. J. Cassatt,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
William J. Howard,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,800,000	00
Capital stock authorized by votes of company,	497,100	00
Capital stock, amount subscribed,	497,100	00
Capital stock, total amount now paid in,	497,100	00
Capital stock, number of shares issued, 9,942		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due August 1, 1892, bear interest at 7 per cent., which is payable August 1 and February 1,) amount,	\$1,882,000	00
Total amount now of funded debt,	\$1,882,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Outstanding coupons, \$521,780 00		
The amount now of floating debt,	521,780	00
Total amount now of floating and funded debt,	\$2,403,780	00
Funded debt as per last report, \$1,882,000 00		
Floating debt as per last report, 452,830 00		
Total cash realized from capital stock and debt,	\$2,879,100	00

COST.

Total cost of entire road to date, \$1,733,393 49

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Columbia, Pa., to Port Deposit, Md., .	40.00	28.36
Length of single main track,	40.00	28.36
Aggregate length of main line and branches,	40.00	28.36
Aggregate length of sidings and other track not above enumerated,	3.55	2.20
Aggregate length of main line, branches, leased roads, sidings, and other track,	43.55	30.56

Gauge.

What is the gauge of your lines ? 4 feet 9 inches.

Track.

Weight of rail per yard, { Iron, 41.68 pounds.
Steel, 1.87 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 28
Wooden bridges, number of, 13; aggregate length, . . . 947 feet.
Stone bridges, number of, 13; aggregate length, . . . 452 feet.
Iron bridges, number of, 2; aggregate length, 114 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Reading and Columbia railroad, at Columbia.

Stations.

Number of stations on main road: Passenger, 21; freight, 12; total, 21
Number of wood and water stations on main road, . . . 3
How is track laid, and on what foundation? Oak cross-ties, with broken stone ballast.

EQUIPMENT.

The Pennsylvania Railroad Company operates this line as agent of the Columbia and Port Deposit Railroad Company, and furnishes all equipment. Said company, will, therefore, return all detail thereof.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding : 9,942 shares,
at \$50, \$497,100 00
Amount of stock issued as stock dividends, and dates of issue : None.
Rate and date of all cash dividends on stock of original and consolidated
companies : None.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :
Personally appeared before me, Strickland Kneass, president, and James
R. McClure, treasurer, of the Columbia and Port Deposit Railroad Company,
who, being duly sworn, do depose and say that they caused the foregoing
statements to be prepared by the proper officers and agents of this com-
pany, and having carefully examined the same, declare them to be a true,*
and correct statement of the condition and affairs of said company, for
the financial year ending December 31, A. D. 1881, according to the best of
their knowledge and belief.
(Signed) STRICKLAND KNEASS, *President.*
JAS. R. McCLURE, *Treasurer.*
Sworn and subscribed before me, this 7th day of February, A. D. 1882.
JNO. C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

Connecting Railway Company, for the year ending De-
cember 31, 1881.

OFFICER.

Names.	Residences.
G. B. Roberts, President,	Philadelphia.
Alvert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 283 South Fourth street, Philadelphia.

Names of Directors.	Residences.
Alexander Biddle,	Philadelphia.
J. N. DuBarry,	Philadelphia.
John P. Green,	Philadelphia.
Strickland Kneass,	Philadelphia.
Wistar Morris,	Philadelphia.
Edmund Smith,	Philadelphia.

* Much of the information called for by the foregoing blanks being required of the
Pennsylvania Railroad Company, agent, the word "full," in the above affidavit, is
stricken out.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,900,000	00
Capital stock authorized by votes of company,	1,278,300	00
Capital stock, amount subscribed,	1,278,300	00
Capital stock, total amount now paid in,	1,278,300	00
Capital stock, number of shares issued, 25,566		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
Series A, first mortgage bonds, (due September 15, 1900, bear interest at 6 per cent., which is payable March 15 and September 15,) amount,	\$193,000	00
Series B, first mortgage bonds, (due September 15, 1901, bear interest at 6 per cent., which is payable March 15 and September 15,) amount,	199,000	00
Series C, first mortgage bonds, (due September 15, 1902, bear interest at 6 per cent., which is payable March 15 and September 15,) amount,	200,000	00
Series D, first mortgage bonds, (due September 15, 1903, bear interest at 6 per cent., which is payable March 15 and September 15,) amount,	199,000	00
Series E, first mortgage, (due September 15, 1904, interest payable March 15 and September 15, six per cent.,)	200,000	00
Total amount now of funded debt,	\$991,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$112,160 46		
The amount now of floating debt,	112,160	46
Total amount now of floating and funded debt,	\$1,103,160	46
Funded debt as per last report, \$991,000 00		
Floating debt as per last report, 78,653 29		
Total cash realized from capital stock and debt,	\$2,381,460	46

COST.

Total cost of entire road to date,	\$2,381,460 46
--	----------------

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mantua junction to Frankford junction,	6.75	6.75
Length of double main track,	6.75	6.75
Aggregate length of main line and branches,	6.75	6.75
Aggregate length of sidings and other track not above enumerated,	10.11	10.11
Aggregate length of main line, branches, leased roads, sidings, and other track,	23.61	23.61

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail track in use, 5.89
Miles of steel rail track in use, 17.72
Weight of rail per yard, { Iron, 60 pounds.
 { Steel, 60 & 67 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 14
Stone bridges, number of, 6 ; aggregate length, 992
Iron bridges, number of, 8 ; aggregate length, 892

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? North Pennsylvania railroad, at North Pennsylvania junction.

What railroads cross your road, either over or under your grade, in this Commonwealth? Philadelphia and Reading railroad, between Germantown junction and North Pennsylvania junction, under; Germantown and Norristown railroad, at Germantown junction, under; Philadelphia and Reading railroad, at Schuylkill river, under; Junction railroad, at Mantua, under.

Stations.

Number of stations on main road: Passenger, 7 ; freight, 3 ; total, 7
Number of engine-houses and shops in Pennsylvania, 1 ; total number entire road, 1
Number of wood and water stations on main road, 1

How is track laid, and on what foundation? White oak cross-ties on broken stone ballast.

Equipment.

None.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	{	\$33,507	17
Land or land damages,			
Total,		\$33,507	17

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$1,278,300 00
Rate and date of all cash dividends on stock of original and consolidated companies: June 30, 1881, and December 30, 1881, 3 per cent. each.

This road is leased to the Philadelphia and Trenton Railroad Company for nine hundred and ninety-nine years, from January 1, 1868.
Details of operations are given by the lessees.

Number and per cent. of dividends: Two, 3 per cent. each.		
Amount paid in dividends,	\$76,698	00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, G. B. Roberts, president, and Taber Ashton, treasurer, of the Connecting Railway Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) G. B. ROBERTS, *President.*
T. ASHTON, *Treasurer.*

Affirmed and subscribed before me, this 9th day of February, A. D. 1882.
JOHN C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

Corning, Cowanesque and Antrim Railway Company,
for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
George J. Magee, President,	Watkins, N. Y.
Daniel Beach, Secretary and Treasurer,	Watkins, N. Y.
General offices at Watkins, N. Y.	

Names of Directors.	Residences.
George J. Magee,	Watkins, N. Y.
Daniel Beach,	Watkins, N. Y.
John Lang,	Watkins, N. Y.
Daniel C. Howell,	Bath, N. Y.
Horatio Seymour,	Utica, N. Y.
Alfred L. Edwards,	New York, N. Y.
Henry Sherwood,	Wellsboro', Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000,000	00
Capital stock authorized by votes of company,	2,000,000	00
Capital stock, amount subscribed, including purchase of Cowanesque Valley branch,	1,900,000	00
Capital stock, total amount now paid in,	1,900,000	00
Capital stock, number of shares issued, 88,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1885, bear interest at 7 per cent., which is payable January 1 and July 1, each year,) amount,	\$300,000	00
Total amount now of funded debt,	\$300,000	00

COST.

Total cost of entire road to date,	\$1,900,000	00
Average of same per mile of road laid,	\$29,687	50
Proportion of same for Pennsylvania, stock of roads in Pennsylvania consolidated,	1,300,000	00
Total cost of entire equipment,	\$500,000	00
Average cost of equipnient per mile of road operated by company: Equipment used by lessees, who furnish additional equipment, and report as to all of it.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Corning, N. Y., to Antrim, Pa.,	53	37.36
Length of single main track,	53	37.36
Branches.		
Cowanesque Valley branch, from Lawrenceville, Pa., to Elk-land, Pa.,	11	11
Aggregate length of main line and branches,	64	48.36
Aggregate length of sidings and other track not above enumerated,	11.96	5.60
Aggregate length of main line, branches, leased roads, sidings, and other track,	75.96	53.96

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 48.36

Miles of steel rail in use,	15.64
Weight of rail per yard, iron and steel,	59 and 62 lbs.

Bridges and Trestles.

Wooden bridges, aggregate length,	682 feet.
Iron bridges, aggregate length,	636 feet.
Wooden trestles, aggregate length,	6,474 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight,	11
Number of stations on branches, passenger and freight,	2
Number of water stations on main road,	8
Value of real estate held by the company, exclusive of road-way,	\$41,233 71

How is track laid, and on what foundation? Hard wood and hemlock ties, on road-bed of gravel; rail-joints are fish plates.

See report of lessee.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued: \$500,000 preferred stock, on account of Blossburg and Corning railroad consolidation.

Amount of common stock now outstanding, \$1,400,000 00

Number and per cent. of dividends: 7 and 6 per cent. per annum,	\$119,000	00
Amount paid in dividends,	119,000	00
Balance for the year, or surplus,	\$7,675	19
Surplus at commencement of the year,	7,787	99
Balance of accounts due company,	\$7,675	19

STATE OF NEW YORK,)
County of Steuben,) ss :

Personally appeared before me, George I. Magee, president, and Daniel Beach, treasurer, of the Corning, Cowanesque and Antrim Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said com-

pany, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)GEO. J. MAGEE, *President.*
DANIEL BEACH, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1882.
JNO. H. LANG,
Commissioner for Pennsylvania.

REPORT

OF THE

*Fall Brook Coal Company, as lessees and operators of
the Corning, Cowanesque and Antrim Railway,
for the year ending December 31, 1881.*

OFFICERS OF THE FALL BROOK COAL COMPANY.

<i>Names.</i>	<i>Residences.</i>
George J. Magee, President,	—
John Lang, Secretary and Treasurer,	—
Daniel Beach, General Solicitor,	—
Anton Hardt, Chief Engineer,	—
A. H. Gorton, General Superintendent,	—
H. A. Horning, General Freight and Passenger Agent,	—
John H. Lang, Auditor,	—

General offices at Corning, Steuben county, New York.

Names of directors, capital stock, and debt are reported by Corning, Cowanesque and Antrim Railway Company.

COST.

*Total cost of entire equipment,	\$677,845	60
Average cost of equipment per mile of road operated by company, 144 miles,	4,707	26
Proportion of same to Pennsylvania, 55 miles,	278,899	30

CHARACTERISTICS OF ROAD.

Aggregate length of road, gauge, track, crossings, and stations are reported Corning, Cowanesque and Antrim Railway Company.

*The above equipment is used by the Fall Brook Coal Company in operating the Corning, Cowanesque and Antrim railway branches, the Syracuse, Geneva and Corning railway, and the Geneva and Lyons railroad; total, 144 miles, of which 55 miles is in State of Pennsylvania.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	10	\$12,500	00
Number of locomotives of more than 30 tons weight,	16	9,550	00
Number of first-class passengar cars,	9	3,800	00
Number of second-class passenger cars,	3	2,200	00
Number of baggage, mail, and express cars,	5	2,000	00
Number of freight cars: {	228	325	00
		540	00
Number of coal, ore, and stone cars,	857	230	00
Number of caboose cars,	23	450	00

What kind of train brake is in use on your road? Common hand-brake.

Average number of cars in passenger trains, including baggage cars, 2

Average number of cars in freight trains, eight-wheeled, 35

Average weight of passenger trains, including locomotive and tender, in working order, 70 tons.

Average weight of freight trains, including locomotive and tender, in working order, 360 tons.

Employees.

Average number of persons regularly employed by company, including officials, in railroad department, 482

Same in Pennsylvania, 86

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 68,144

Number of miles run by freight and coal trains, 104,243

Number of through passengers for the year on main road, 1,119

Number of passengers (all classes) carried in cars, 76,679

Number of passengers carried one mile, 1,286,945

Number of passengers carried one mile in Pennsylvania, 890,598

Number of tons of 2,000 pounds of through freight for the year on main road, 228,749

Number of tons of freight carried one mile, 22,592,061

Number of tons of freight carried one mile in Pennsylvania, 10,241,186

Gross amount of tonnage for the year, (2,000 pounds per ton,) 827,503

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 15

Average rate of speed adopted by express trains, including stops, (miles per hour,) 23

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	3,930	July, 1881,	9,693
February, 1881,	3,815	August, 1881,	6,511
March, 1881,	6,317	September, 1881,	8,356
April, 1881,	5,954	October, 1881,	6,878
May, 1881,	6,268	November, 1881,	6,455
June, 1881,	5,753	December, 1881,	6,749

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	1,765	Agricultural products,	10,779
Bituminous coal,	752,419	Merchandise and manufactures,	26,189
Petroleum and other oils,	16	Live stock,	87
Railroad iron,	176	Lumber,	32,084
Other iron or castings,	368	Other articles,	2,666
Stone and lime,	954		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.

Rate per ton (of 2,000 pounds,) per mile charged for Freight.

For through freight, per ton per mile,	5½ cents.
For through coal, per ton per mile,	2½ cents.
For through coal in quantities of 100,000 tons, per ton per mile,	1½ cents.
For local freight, per ton per mile,	8 cents.
For local coal, per ton per mile,	4 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$2,036 63
February, 1881,			1,993 40
March, 1881,			3,139 15
April, 1881,			3,042 22
May, 1881,			3,460 92
June, 1881,			3,108 57
July, 1881,			4,158 09
August, 1881,			3,712 21
September, 1881,			5,001 96
October, 1881,			3,675 45
November, 1881,			3,492 54
December, 1881,			3,652 60
Total,			\$40,473 74

From Transportation of Freight.

MON H.	Through.	Local.	Total.
January, 1881,	\$24,050 90
February, 1881,	21,112 56
March, 1881,	27,402 29
April, 1881,	29,340 66
May, 1881,	30,748 15
June, 1881,	27,848 64
July, 1881,	26,740 60
August, 1881,	29,461 40
September, 1881,	28,401 19
October, 1881,	36,663 98
November, 1881,	36,953 49
December, 1881,	34,350 16
Total,	\$353,074 02

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	\$885 77	\$179 89	\$1 22	\$1,066 88
February, 1881, . . . . .	. . . . .	109 45	4 32	113 77
March, 1881, . . . . .	. . . . .	52 13	20 54	72 67
April, 1881,	885 77	82 80	10 44	979 01
May, 1881, . . . . .	. . . . .	111 62	6 94	118 56
June, 1881, . . . . .	. . . . .	217 43	26 31	243 74
July, 1881,	885 77	358 43	1 22	1,245 42
August, 1881, . . . . .	. . . . .	320 87	10 77	331 64
September, 1881, . . . . .	. . . . .	314 11	27 31	341 42
October, 1881, . . . . .	. . . . .	285 59	6 77	292 36
November, 1881,	1,104 14	239 28	11 93	1,355 30
December, 1881, . . . . .	. . . . .	223 76	22 52	246 28
Total,	\$3,761 45	\$2,495 31	\$150 29	\$6,407 05

Total passenger earnings for the year,	\$40,473 74
Total freight earnings for the year,	353,074 02
Total earnings from other sources,	6,407 05
Total earnings from rolling stock on Syracuse, Geneva and Corning railway and Geneva and Lyons railroad,	132,239 05
Total earnings for the year,	\$532,193 86
Total receipts from all sources on whole length of line,	\$532,193 86
Proportion of earnings in Pennsylvania to earnings of whole line,	232,932 97

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Engine-houses,	\$7,500 00
New locomotives, number of, 3,	28,300 00
New cabooses, number of, 3,	1,300 00
New gravel cars, number of, 25,	5,000 00
New machine shops, machinery, and tools,	2,500 00
Total,	\$44,600 00

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$34,217	81
New steel rails, number of tons, 712½,	44,628	47
Repairs of bridges,	2,640	20
Repairs of buildings and fixtures,	1,020	40
Repairs of fences,	620	10
Total for maintenance of way,	\$83,126	48
Cost per mile of road kept in repair, 71 miles,	\$1,170	80
Proportion for Pennsylvania, 55 miles,	64,394	00

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$39,805	14
Repairs of machinery,	2,630	60
Repairs of passenger, baggage, and mail cars,	} 48,730	98
Repairs of freight cars,		
Total for maintenance of motive power and cars,	\$91,166	72
Cost per mile of road operated, 144 miles,	\$633	10
Proportion for Pennsylvania, 55 miles,	34,820	50

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	} \$88,014	11
Salaries, wages, and incidentals chargeable to freight department, . .		
Wages of switchmen, signalmen, gatekeepers, and watchmen,	} 60,385	19
Fuel—wood,		
Fuel—coal,	11,793	52
Oil and waste,	55	00
Damages for cattle killed or injured,	23	71
Damage for loss of goods and baggage,	9,470	16
Taxes,	2,983	91
Telegraph expenses,	14,070	32
Amount paid other corporations or individuals for use of all other cars,		
General salaries and office expenses, law expenses, and all other ex-		
penses (except interest) not included in any of the above items, . .	17,086	06
Total miscellaneous,	\$203,881	98
Total expenditures for operating the road,	\$378,175	18
Total charged to road and equipment,	44,600	00
Expenses per mile of road operated, 144 miles,	2,626	22
Proportion for Pennsylvania, 55 miles,	144,442	10

EARNINGS.

Passenger transportation, local and through,	\$40,473	74
Freight transportation, local and through,	353,074	02
Mail service,	3,761	45
Express service,	2,495	31
All other sources of income,	132,339	34
Total,	\$532,193	86
Operating Expenses.		
Maintenance of way and buildings,	\$83,126	48
Maintenance of motive power and cars,	91,166	72
Miscellaneous,	203,881	98
Total operating expenses, being 71.06 per cent. of earnings, . . .	378,175	18
Net earnings,	\$154,018	68
Earnings per mile of road operated,	\$7,495	68
Expenses per mile of road operated,	5,326	55
Net earnings,	\$2,169	13

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? American Express Company; pay 18 cents per 100 pounds from all stations.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? On main line, \$68 40 per mile; on branch, \$64 13 per mile; total, \$4,416 56 per annum from July 1, 1881.

Stocks and dividends are reported by Corning, Cowanesque and Antrim Railway Company.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1		1	1	2	1
Employés,						
Others,						
Total,	1		1	1	2	1

Statement of each Accident.

April 8, 1881. Nathan Elliston, Nelson, Pa., laborer ; intoxicated, lying on the track ; struck by locomotive, and instantly killed.

July 5, 1881. Peter Finnegin, Mill Creek, Pa., brakeman ; attempted to get on locomotive while running ; fell under the wheels, and instantly killed.

November 12, 1881. David Neally, Corning, N. Y., brakeman ; while coupling cars, hand caught, and three fingers crushed, requiring amputation.

STATE OF NEW YORK,)
County of Steuben, } ss:

Personally appeared before me, George J. Magee, president, and John Lang, treasurer, of the Fall Brook Coal Company, lessees and operators of the Corning, Cowanesque and Antrim Railway, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) GEO. J. MAGEE, *President.*
JOHN LANG, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1882.
JNO. H. LANG,
Commissioner for Pennsylvania.

R E P O R T

OF THE

*Cornwall Railroad Company, for the year ending
December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. Wilhelm, President,	Cornwall, Lebanon county, Pa.
J. P. Jackson, Secretary,	Cornwall, Lebanon county, Pa.
D. S. Hammond, Treasurer,	Lebanon, Lebanon county, Pa.
Josiah Funck, General Solicitor,	Lebanon, Lebanon county, Pa.
Frank Donahue, General Superintendent,	Lebanon, Lebanon county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
A. Wilhelm,	Cornwall, Lebanon county, Pa.
William C. Freeman,	Cornwall, Lebanon county, Pa.
Robert H. Coleman,	Cornwall, Lebanon county, Pa.
J. P. Jackson,	Cornwall, Lebanon county, Pa.
D. S. Hammond,	Lebanon, Lebanon county, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$300,000	00
Capital stock, amount subscribed,	300,000	00
Capital stock, total amount now paid in,	800,000	00
Capital stock, number of shares issued, 6,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$352,311	95
Average of same per mile of road laid,	\$27,730	35
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	\$104,845	59
Average cost of equipment per mile of road operated by company, .	8,252	36
Proportion of same to Pennsylvania, All.		
Cost of road and equipment per mile,	35,982	71
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line,	747 ¹⁰⁰	All.
Length of single main track,	747 ¹⁰⁰	All.
Branches.		
Union Canal branch, from main line to Union Canal, length of single track,	302 ⁰⁰	
North Cornwall furnaces branch, from main line to North Cornwall furnaces, length of single track,	338 ⁰⁰	
Cornwall Anthracite branch, from main line to Cornwall Anthracite furnaces, length of single track,	338 ⁰⁰	
Bird Coleman furnaces branch, from main line to Bird Coleman furnaces, length of single track,	377 ⁰⁰	
Aggregate length of main line and branches,	911 ¹⁰⁷	
Aggregate length of sidings and other track not above enumerated,	325 ⁵⁵	
Aggregate length of main line, branches, leased roads, and other track,	1236 ⁶⁷	

Gauge.

What is the guage of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	8,143,000
Miles of steel rail in use,	4,228,000
Weight of rail per yard, { Iron,	50 & 68 pounds.
{ Steel,	60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	16
Wooden bridges, number of, 3 ; aggregate length,	55 feet 8 inches.
Stone and brick bridges, number of, 7 ; aggregate length,	57 feet.
Iron bridges, number of, 6 ; aggregate length,	120 feet 11 in.
Wooden trestles, number of,	None.

Crossings.

What railroad cross your road at grade in this Commonwealth, and at what locality ? Philadelphia and Reading's Lebanon Valley branch railroad, at Lebanon.

What railroads cross your road, either over or under your grade, in this Commonwealth ? None.

Stations.

Number of stations on main road, freight,	12
Number of stations on branches, freight,	3
Number of stations on leased roads,	None.
Number of engine-houses and shops in Pennsylvania, 2 ; total number entire road,	2
Number of wood and water stations on main road,	2
Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads,	None.
Value of real estate held by the company, exclusive of roadway,	\$600 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	All.
Number of tunnels,	None.

How is track laid and on what foundation ? Broken limestone and furnace cinder.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	2	\$11,555	00
Number of locomotives of more than 30 tons weight,	2	6,500	00
Number of freight cars: House cars, 1; trucks, side dumps, 9; total,		200	00
Number of coal, ore, and stone cars,	148	200	00
Number of caboose cars, 14 gondolas,	14	475	00

What kind of train-brake is in use on your road ?	Fulcrum lever.
Average number of cars in freight trains,	70
Average weight of freight trains, including locomotive and tender, in working order,	535 tons.

Employees.

Average number of persons regularly employed by company, including officials,	80
Same in Pennsylvania,	All.

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by freight trains,	21,702
Number of tons of 2,000 pounds of through freight for the year on main road,	357,718
Number of tons of freight carried one mile,	1,976,449
Number of tons of freight carried one mile in Pennsylvania,	All.
Gross amount of tonnage for the year, (2,000 pounds per ton,)	519,838
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

DOINGS OF THE YEAR.

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	109,806	Stone and lime,	17,663
Pig iron,	92,872	Other articles,	25,198
Iron and other ores,	274,300		

Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	3 to 5 cents.
For through coal, per ton per mile,	4 cents.
For local freight, per ton per mile,	5 cents.
For local coal, per ton per mile,	3 to 5 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$7,868 58
February, 1881,			8,431 73
March, 1881,			10,720 52
April, 1881,			10,746 91
May, 1881,			10,048 28
June, 1881,			9,562 71
July, 1881,			9,037 73
August, 1881,			9,175 54
September, 1881,			7,871 48
October, 1881,			8,141 57
November, 1881,			8,792 62
December, 1881,			9,177 26
Total,			\$109,574 97
Total freight earnings for the year,			\$109,574 97
Total earnings for the year,			\$109,574 97
Total receipts from all sources on whole length of line,			\$109,574 97
Proportion of earnings in Pennsylvania, to earnings of whole line, All.			

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New freight cars, number of, 10, eight-wheel,	\$4,750	00
Any other expenditures chargeable to this account,	9	00
Total,	\$4,759	00
Proportion for Pennsylvania, All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$12,313	31
New steel rails, number of tons, 40,220,	2,446	52
Total for maintenance of way,	\$14,759	83
Cost per mile of road kept in repair, All.	\$1,230	00
Proportion for Pennsylvania,		

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$499	53
Repairs of freight cars,	3,738	49
Total for maintenance of motive power and cars,	\$4,238	02
Cost per mile of road operated, All.	\$353	19
Proportion for Pennsylvania,		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to freight department: Included in cost of maintenance of way and and motive power.		
Fuel—number tons of coal, 1,626 ¹ / ₁₀ ; cost,	\$5,060	15
Oil and waste,	405	56
Taxes,	3,909	03
Telegraph expenses,	75	47
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	3,273	10
Total miscellaneous,	\$12,723	31
Amount per mile of road operated, All.	\$1,060	44
Proportion for Pennsylvania,		
Total expenditures for operating the road,	36,480	16
Total charged to road and equipment,	4,759	00
Expenses per mile of road operated,	3,040	01
Expenses per mile of single track operated, not including sidings, . .	4,883	55
Expenses per train mile,	1	68
Proportion for Pennsylvania, All.		

EARNINGS.

Freight transportation, through,	\$109,574	97
Total,	\$109,574	97
Operating Expenses.		
Maintenance of way and buildings,	\$18,997 85	
Maintenance of motive power and cars,	4,759 00	
Miscellaneous,	12,723 81	
Total operating expenses, being 33 per cent. of earnings,	36,480	16
Net earnings,	\$73,094	81
Earnings per mile of road operated,	\$14,668	67
Expenses per mile of road operated,	4,883	55
Net earnings,	\$9,783	12

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? None.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued: None issued.

Amount of common stock now outstanding, 6,000 shares.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies :

January, nine (9) per centum.

July, fourteen (14) per centum.

Number and per cent. of dividends: Two (2); nine per cent. and fourteen per cent., \$69,000 00
Amount paid in dividends, 69,000 00

STATE OF PENNSYLVANIA, }
County of Lebanon, } ss :

Personally appeared before me, A. Wilhelm, president, and D. S. Hammond, treasurer, of the Cornwall Railroad Company, who, being duly sworn,

dodepose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

A. WILHELM, *President.*

D. S. HAMMOND, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1882.

LEWIS REHR, *Notary Public.*

REPORT

OF THE

Cumberland Valley Railroad Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
Thomas B. Kennedy, President,	Chambersburg, Pa.
E. M. Biddle, Secretary and Treasurer,	Carlisle, Pa.
O. N. Lull, Chief Engineer,	Chambersburg, Pa.
J. F. Boyd, General Superintendent,	Chambersburg, Pa.
General offices at Chambersburg, Pa.	

Names of Directors.	Residences.
Thomas B. Kennedy,	Chambersburg.
Frederick Watts,	Carlisle.
Thomas A. Biddle,	Philadelphia.
A. J. Cassatt,	Philadelphia.
Wistar Morris,	Philadelphia.
Edmund Smith,	Philadelphia.
George B. Roberts,	Philadelphia.
Strickland Kneass,	Philadelphia.
J. N. Du Barry,	Philadelphia.
Daniel O. Gehr,	Chambersburg.
John Stewart,	Chambersburg.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,110,000	00
Capital stock, amount subscribed,	1,777,850	00
Capital stock, total amount now paid in,	1,777,850	00
Capital stock, number of shares issued,	35,557	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
First mortgage bonds, (due April 1, 1904, bear interest at 8 per cent., which is payable April 1 and October 1,) amount,	\$166,000	00
Second mortgage bonds, (due April 1, 1908, bear interest at 8 per cent., which is payable April 1 and October 1,) amount,	109,500	00
Common bonds, (due January 1, 1884, bear interest at 6 per cent., which is payable April 1 and October 1,) amount,	81,800	00
Total amount now of funded debt,	\$352,300	00
Funded Debt.		
Total amount now of floating and funded debt,	\$352,300	00
Funded debt as per last report,	\$352,300	00

COST.

Total cost of entire road to date,	\$1,887,465	95
Proportion of same for Pennsylvania,	611	

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Harrisburg to Potomac river,	82 $\frac{3}{10}$	68 $\frac{3}{10}$
Length of single main track,	76 $\frac{1}{10}$	62 $\frac{3}{10}$
Length of double main track,	6 $\frac{1}{10}$	6 $\frac{1}{10}$
Leased Roads.		
Dillsburg and Mechanicsburg branch, } Length of road,	7 $\frac{7}{10}$	7 $\frac{7}{10}$
from Dillsburg Junction to Dillsburg, } Length of single track,	7 $\frac{7}{10}$	7 $\frac{7}{10}$
Southern Pennsylvania branch. from } Length of road,	23 $\frac{3}{10}$	23 $\frac{3}{10}$
Southern Pennsylvania Junction to } Length of single track,	23 $\frac{3}{10}$	23 $\frac{3}{10}$
Richmond Ore Banks,		
Martinsburg and Potomac branch. from } Length of road,	11 $\frac{3}{10}$	11 $\frac{3}{10}$
Potomac river to Martinsburg, W. Va., } Length of single track,	11 $\frac{3}{10}$	11 $\frac{3}{10}$
Aggregate length of main line and branches,	82 $\frac{3}{10}$	68 $\frac{3}{10}$
Aggregate length of leased roads,	42 $\frac{3}{10}$	31
Aggregate length of sidings and other track not above enumerated,	17 $\frac{45}{100}$	15 $\frac{45}{100}$
Aggregate length of main line, branches, leased roads, sidings, and other track,	148 $\frac{45}{100}$	114 $\frac{21}{100}$

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, main line and leased roads,	81.25
Miles of steel rail in use,	62.20
Weight of rail per yard, } Iron,	56 lbs.
	Steel, 56 and 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	25
Wooden bridges, number of, 3 ; aggregate length,	4,251 feet.
Stone bridges, number of, 4 ; aggregate length,	100 feet.
Iron bridges, number of, 18 ; aggregate length,	1,537 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Northern Central railroad, at Bridgeport.

What railroads cross your road, either over or under your grade, in this Commonwealth? Baltimore and Cumberland Valley railroad, near Chambersburg, crosses over grade.

Stations.

Number of stations on main road · Passenger, 26 ; freight, 26 ; total,	30
Number of stations on leased roads : Passenger, 18 ; freight, 12 ; total,	18
Number of engine-houses and shops in Pennsylvania, 6 ; total number entire road,	9
Number of wood and water stations on main road,	8
Number of wood and water stations on leased roads, . . .	4

How is track laid, and on what foundation? White oak cross-ties ; stone ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 80 tons weight,	8	
Number of locomotives of more than 20 tons weight,	12	
Number of locomotives of more than 10 tons weight,	2	
Number of first-class passenger cars,	22	
Number of second-class passenger cars,	3	
Number of baggage, mail, and express cars,	11	
Number of freight cars,	170	
Number of coal, ore, and stone cars,	143	
Number of caboose cars,	5	

What kind of train brake is in use on your road? Westinghouse automatic brake on passenger trains.

Average number of cars in passenger trains, including baggage cars,	3 ² / ₁₀
Average number of cars in freight trains, main line and branches,	16
Average weight of passenger trains, including locomotive and tender, in working order,	105 tons.
Average weight of freight trains, including locomotive and tender, in working order,	315 tons.

Employees.

Average number of persons regularly employed by company, including officials,	460
Same in Pennsylvania,	390

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	235,893
Number of miles run by freight trains,	194,077
Number of through passengers for the year on main road,	74,099
Number of passengers (all classes) carried in cars,	452,932
Number of passengers carried one mile,	8,967,357
Number of passengers carried one mile in Pennsylvania,	7,520,288
Number of tons of 2,000 pounds of through freight for the year on main road,	25,643
Number of tons of freight carried one mile,	19,821,929
Number of tons of freight carried one mile in Pennsylvania,	18,563,228
Gross amount of tonnage for the year, (2,000 pounds per ton,)	550,811
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	28
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	20,060	July, 1881,	68,261
February, 1881,	19,447	August, 1881,	84,363
March, 1881,	26,009	September, 1881,	52,984
April, 1881,	27,201	October, 1881,	37,160
May, 1881,	27,063	November, 1881,	26,455
June, 1881,	32,850	December, 1881,	31,079

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	104,381	Stone and lime,	6,721
Bituminous coal,	32,181	Agricultural products,	65,508
Petroleum and other oils,	1,923	Merchandise and manufacturers,	114,620
Pig iron,	19,592	Live stock,	19,241
Railroad iron,	6,720	Lumber,	54,427
Other iron or castings,	14,151	Other articles,	10,067
Iron and other ores,	101,259		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, approximate average, per ton per mile,	1 3/4 cents.
For through coal, approximate average, per ton per mile,	1 1/2 cents.
For local freight, approximate average, per ton per mile,	2 1/2 cents.
For local coal, approximate average, per ton per mile,	2 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$11,340	94	. . . . .	. . . . .	. . . . .	. . . . .
February, 1881,	10,694	62	. . . . .	. . . . .	. . . . .	. . . . .
March, 1881,	18,648	21	. . . . .	. . . . .	. . . . .	. . . . .
April, 1881,	14,587	97	. . . . .	. . . . .	. . . . .	. . . . .
May, 1881,	14,813	50	. . . . .	. . . . .	. . . . .	. . . . .
June, 1881,	16,296	83	. . . . .	. . . . .	. . . . .	. . . . .
July, 1881,	24,289	00	. . . . .	. . . . .	. . . . .	. . . . .
August, 1881,	26,992	40	. . . . .	. . . . .	. . . . .	. . . . .
September, 1881,	23,302	14	. . . . .	. . . . .	. . . . .	. . . . .
October, 1881,	17,036	06	. . . . .	. . . . .	. . . . .	. . . . .
November, 1881,	15,087	29	. . . . .	. . . . .	. . . . .	. . . . .
December, 1881,	16,436	00	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$204,524	96	. . . . .	. . . . .	. . . . .	. . . . .

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$29,228	14	. . . . .	. . . . .	. . . . .	. . . . .
February, 1881,	35,107	09	. . . . .	. . . . .	. . . . .	. . . . .
March, 1881,	36,802	25	. . . . .	. . . . .	. . . . .	. . . . .
April, 1881,	31,912	23	. . . . .	. . . . .	. . . . .	. . . . .
May, 1881,	27,849	96	. . . . .	. . . . .	. . . . .	. . . . .
June, 1881,	29,825	10	. . . . .	. . . . .	. . . . .	. . . . .
July, 1881,	27,293	46	. . . . .	. . . . .	. . . . .	. . . . .
August, 1881,	35,128	22	. . . . .	. . . . .	. . . . .	. . . . .
September, 1881,	34,081	13	. . . . .	. . . . .	. . . . .	. . . . .
October 1881,	34,068	43	. . . . .	. . . . .	. . . . .	. . . . .
November, 1881,	32,583	41	. . . . .	. . . . .	. . . . .	. . . . .
December, 1881,	32,976	75	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$386,856	17	. . . . .	. . . . .	. . . . .	. . . . .

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,	\$546	53	\$848	35	\$972	55	\$2,367	43
February, 1881,	546	53	854	58	539	40	1,940	51
March, 1881,	546	53	1,159	86	134	25	1,840	64
April, 1881,	546	53	1,070	15	323	92	1,940	60
May, 1881,	546	53	978	50	218	33	1,743	36
June, 1881,	546	53	973	95	126	59	1,647	07
July, 1881,	546	53	961	30	1,045	42	2,553	25
August, 1881,	546	53	1,160	66	1,652	98	3,860	17
September, 1881,	546	53	1,078	50	453	32	2,078	35
October, 1881,	546	53	1,203	96	668	28	2,418	77
November, 1881,	546	53	1,489	53	372	50	2,408	56
December, 1881,	1,579	02	1,310	63	3,968	98	6,858	63
Total,	\$7,590	85	\$12,089	97	\$10,476	52	\$31,157	34

Total passenger earnings for the year,	\$204,524	96
Total freight earnings for the year,	386,856	17
Total earnings from all other sources,	31,157	34
Total earnings for the year,	\$622,538	47
Total receipts from all sources on whole length of line,	\$622,538	47
Proportion of earnings in Pennsylvania, to earnings of whole line, . .	517,267	32

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$53,908	55
New iron rails,	1,503	74
New steel rails,	24,730	03
Repairs of bridges,	15,340	38
Repairs of buildings and fixtures,	9,549	67
All other expenses for maintenance of way,	16,712	80
Total for maintenance of way,	\$121,745	17
Cost per mile of road kept in repair,	\$1,481	08
Proportion for Pennsylvania,	101,157	46

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$11,023	06
Repairs of machinery,	1,057	88
Repairs of passenger, baggage, and mail cars,	11,798	25
Repairs of freight cars	9,942	06
All other expenses for maintenance of motive power and cars, . . .	78,070	31
Total for maintenance of motive power and cars,	\$111,891	56
Cost per mile of road operated,	\$1,361	21
Proportion for Pennsylvania,	92,970	64

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . .	\$29,359	58
Salaries, wages, and incidentals chargeable to freight department, . .	61,881	82
Wages of switchmen, signalmen, gatekeepers, and watchmen, . . .	3,780	04
Fuel—wood,	29,940	18
Fuel—coal,		
Oil and waste,	2,329	13
Damage for loss of goods and baggage,	209	67
Taxes,	2,155	11
Insurance,	1,821	80
Telegraph expenses,	3,265	57
Amount paid for use of palace and sleeping cars,	145	80
Amount paid other corporations or individuals for use of all other cars, .	1,171	40
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	82,411	82
Total miscellaneous,	\$168,471	92
Amount per mile of road operated,	\$2,049	54
Proportion for Pennsylvania,	139,943	38
Total expenditures for operating the road,	402,108	65
Expenses per mile of road operated,	4,891	83
Expenses per mile of single track operated, not including sidings, . .	4,553	89
Expenses per train mile,		93.52
Proportion for Pennsylvania,	334,111	99

EARNINGS.

Passenger transportation, local and through,	\$204,524	96
Freight transportation, local and through,	386,856	17
Mail service,	7,590	85
Express service,	13,089	97
Rents, and all other sources of income,	10,476	52
Total,	\$622,538	47
Operating Expenses.		
Maintenance of way and buildings,	\$121,745 17	
Maintenance of motive power and cars,	111,891 58	
Miscellaneous,	168,471 92	
Total operating expenses, being 64.59 per cent. of earnings,	402,108	65
Net earnings,	\$220,429	82
Earnings per mile of road operated,	\$7,573	46
Expenses per mile of road operated,	4,891	83
Net earnings,	\$2,681	63

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company. Railroad company furnishes cars and motive power, for which the express company pays a percentage of its gross receipts on all express business passing over any portion of the road.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman palace cars for a short time during the summer months, railroad company paying mileage at the rate of three cents per mile.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$7,590 85 per annum for transporting mails.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued :
First preferred stock, \$241,9 0 00
Second preferred stock, 243,000 00
Amount of common stock now outstanding, 1,292,950 00

Total, \$1,777,850 00

Rate and date of all cash dividends on stock of original and consolidated companies :

January 1. 1881, quarterly dividend, 2½ per cent., . . . \$44,446 25
April 1, 1881, quarterly dividend, 2½ per cent., . . . 44,446 25
July 1, 1881, quarterly dividend, 2½ per cent., . . . 44,446 25
October 1, 1881, quarterly dividend, 2½ per cent., . . . 44,446 25

Total dividends paid in 1881, \$177,785 00

Paid to sinking fund,	\$2,400	00
Balance for the year, or surplus,	\$2,457	16
Surplus at commencement of the year, (profit and loss account,) . .	594,667	91
Total surplus,	\$597,125	17

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	.....	1	.....
Others,	2	1	2	1
Total,	3	1	3	1

Statement of each Accident.

June 28, 1881. Alexander Timothy and a boy named Shaffer, crossing track at Middlesex Station, were struck by night passenger train and fatally injured.

July 23. A. K. Leyster, brakeman, had his hand injured while coupling cars at Bridgeport.

September 1. W. H. Willoughby, brakeman, while coupling cars at Bridgeport, had his leg crushed, and died from the effects of the injury.

November 30. Patrick Carl attempted to get on a passenger car while shifting at Harrisburg; fell on track, had leg crushed and amputated. He was intoxicated at the time.

STATE OF PENNSYLVANIA, }
County of Cumberland, } ss :

Personally appeared before me, Thomas B. Kennedy, president, and Edward M. Biddle, treasurer, of the Cumberland Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full; and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) THOMAS B. KENNEDY, *President.*
E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this 24th day of February, A. D. 1882.
JAS. M. ALLEN, *Notary Public.*

REPORT

OF THE

Danville and Riverside Railway Company, for the year
ending December 31, 1881.

OFFICERS.

Names.	Residences.
Benjamin G. Welch, President,	Riverside, Pa.
C. William Woddrop, Secretary,	Philadelphia, Pa.
J. S. Bailey, Treasurer,	Riverside, Pa.

General offices at Riverside, Northumberland county, Pa.

Names of Directors.	Residences.
Benjamin G. Welch,	Riverside, Pa.
O. H. Ostrander,	Riverside, Pa.
J. S. Bailey,	Riverside, Pa.
Jabez Wilkes,	Riverside, Pa.
William Livezey,	Riverside, Pa.
C. William Woddrop,	Philadelphia, Pa.
Samuel Bailey,	Danville, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock authorized by votes of company,	13,000	00
Capital stock, amount subscribed,	10,900	00
Capital stock, total amount now paid in,	3,790	00
Capital stock, number of shares issued,	No certificates issued.	
Capital stock, amount paid in on each share, {	On 316 shares,	2 50
	On 120 shares,	25 00
Capital stock, par value of each share,	25	00

DEBT.

Floating Debt.			
Debt incurred for any other purpose, and for what : Taxes and expenses of maintaining organization,	\$59 02		
The amount now of floating debt,		\$218	23
Total amount now of floating and funded debt,		\$218	23
Floating debt as per last report,	\$159 21		
Total cash realized from capital stock and debt,		\$4,008	23

COST.

Total cost of entire road to date, \$4,008 23

Gauge.

What is the gauge of your lines? To be 4 ft. 8½ in.

STATE OF PENNSYLVANIA, }
County of Lycoming, } ss :

Personally appeared before me, Benjamin G. Welch, president, and J. S. Bailey, treasurer, of the Danville and Riverside Railway Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) BENJ. G. WELCH, *President.*
J. S. BAILEY, *Treasurer.*

Affirmed and subscribed before me, this 20th day of February, A. D. 1882.
THOMAS W. KAHLER, *Justice of the Peace.*



REPORT
OF THE
Danville and Shamokin Railroad Company, for the
year ending December 31, 1881.

OFFICERS.

Names.	Residences.
Benjamin G. Welch, President,	Riverside, Pa.
C. William Woddrop, Secretary,	Philadelphia, Pa.
J. S. Bailey, Treasurer,	Riverside, Pa.

General offices at Riverside, Pa.

Names of Directors.	Residences.
Thomas B. Reeves,	Philadelphia, Pa.
C. William Woddrop,	Philadelphia, Pa.
J. V. Chamberlin,	Cincinnati, Ohio.
W. Hunt Cady,	Philadelphia, Pa.
Samuel Bailey,	Danville, Pa.
J. S. Bailey,	Riverside, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	500,000	00
Capital stock, amount subscribed,	250,000	00
Capital stock, total amount now paid in,	26,710	00
Capital stock, number of shares issued,	38	
Capital stock, amount paid in on each share, { On 38 shares,	50	00
Capital stock, amount paid in on each share, { On 4,962 shares,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Debt incurred for any other purpose, and for what: Taxes and expenses of maintaining organization,	\$138 88	
Total amount now of floating debt,	\$138	88
Total cash realized from capital stock and debt,	\$26,848	88

COST.

Total cost of entire road to date, \$26,848 88

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from junction with Shamokin division of Northern Central railway to junction with Philadelphia and Reading road at Danville, about,	8	
Length of single main track laid, about,	100 yards.	
Branches.		
Glendower branch, from main line to Grove Bros., length of single track, about,	250 yards.	
Shamokin branch, from main line, near Paxinos, to Shamokin.		

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Bridges and Trestles.

Wooden bridges, number of, 1; aggregate length, . . . 54 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Delaware, Lackawanna and Western railroad, at Danville, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth? Sunbury, Hazleton and Wilkes-Barre railroad, near Danville, Pa.

STATE OF PENNSYLVANIA, }
County of Lycoming, } 88 :

Personally appeared before me, Benjamin G. Welch, president, and J. S. Bailey, treasurer, of the Danville and Shamokin Railroad Company, who, being duly affirmed, doth depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

BENJ. G. WELCH, *President.*
J. S. BAILEY, *Treasurer.*

Affirmed and subscribed before me, this 20th day of February, A. D. 1882.
THOMAS W. KAHLER, *Justice of the Peace.*

REPORT

OF THE

Delaware and Hudson Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas Dickson, President,	Scranton, Pa.
Robert M. Olyphant, Assistant President,	New York.
George L. Haight, Secretary,	New York.
James C. Hartt, Treasurer,	New York.
Coe F. Young, General Solicitor,	Honesdale, Pa.
Rollin Manville, General Superintendent,	Carbondale, Pa.

General offices at 21 Cortland street, New York.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas Dickson,	Scranton, Pa.
Abiel A. Lowe,	Brooklyn, New York.
Le Grand Cannon,	New York.
James R. Taylor,	Brooklyn, New York.
James M. Halsted,	New York.
John Jacob Astor,	New York.
James Roosevelt,	Hyde Park, New York.
Adolphus Hamilton,	Poughkeepsie, New York.
Abraham R. Van Nest,	New York.
Robert S. Hone,	New York.
David Dows,	New York.
Hugh J. Jewett,	New York.
Thomas Cornell,	Rondout, New York.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.	
Capital stock authorized by votes of company,	\$20,000,000	00
Capital stock, amount subscribed,	20,000,000	00
Capital stock paid in by last report,	20,000,000	00
Capital stock, total amount now paid in,	20,000,000	00
Capital stock, number of shares issued, 200,000		
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
First mortgage bonds, (due in 1884, bear interest at 7 per cent., which is payable January and July,) amount,	\$3,500,000	00
Mortgage bonds, (due 1891, bear interest at 7 per cent., which is payable January, May, July, and November,) amount,	6,481,000	00
Mortgage bonds, (due in 1894, bear interest at 7 per cent., which is payable April and October,) amount,	4,856,000	00
Mortgage bonds, (due in 1917, bear interest at 7 per cent., which is payable March and September,) amount,	5,000,000	00
Total amount now of funded debt,	\$19,837,000	00

COST.

Total cost of entire road to date,	\$3,682,330	54
Average of same per mile of road laid, excluding side tracks,	\$38,761	37
Proportion of same for Pennsylvania, 95 per cent.		
Total cost of entire equipment,	\$1,295,039	00
Average cost of equipment per mile of road operated by company,	13,631	99
Proportion of same to Pennsylvania, 95 per cent.		
Cost of road and equipment per mile, excluding side tracks,	52,393	36
Proportion of same for Pennsylvania, 95 per cent.		

CHARACTERISTICS OF ROAD.

The railroads owned by this company, to which this report relates, extend from Nineveh, in the State of New York, to the line dividing the States of New York and Pennsylvania, a distance of 17.65 miles, and from said line to a connection with the Jefferson railroad, a distance of 41.36 miles, and from Carbondale to Scranton, a distance of 17 miles, and a gravity railroad, extending from Olyphant to Honesdale and return, a distance of 56 miles. And the company hold under lease in Pennsylvania, a railroad from Green Ridge to Mill Creek, a distance of 16.69 miles. Also, a railroad about two miles in length, passing over what is known as the Plymouth and Wilkes-Barre bridge, thus making the number of miles of railroad owned in New York, to which this report relates, (exclusive of side tracks,) 17.65 miles, and in Pennsylvania, 77.36 miles, and the number of miles held under lease in Pennsylvania is 18.69 miles. On the leased line, from Green Ridge to Mill Creek, there are 2.7 miles of double track, and on the line from Carbondale to Scranton, there are 3.42 miles of double track. Sidings, and other tracks not above enumerated, 42.87 in Pennsyl-

vania, and 4.5 miles in New York. The gauge of the gravity road is 4 feet 3 inches. Weight of rail on these roads 44 pounds. The gauge of the other roads is mainly 4 feet 8½ inches; some 6 feet. Weight of rail per yard, from 56 to 62 pounds; 71.85 miles are laid with steel rails, balance iron. Cannot say what the relative durability of steel and iron rails is.

Bridges and Trestles.

Number of bridges and trestles on whole line, between Plymouth and Nineveh,	35
Wooden bridges, number of, 33; aggregate length, . . .	3,342 feet.
Wooden trestles, number of, 2; aggregate length, . . .	2,000 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Lackawanna and Bloomsburg railroad, at Plymouth, Pa.; Delaware, Lackawanna and Western (coal branch) railroad, at Minooka, Pa.; Delaware, Lackawanna and Western (coal branch) railroad, below Scranton, Pa.; Delaware, Lackawanna and Western (coal branch) railroad, at Scranton, Pa.

What railroads cross your road, either over or under your grade in this Commonwealth? Delaware, Lackawanna and Western railroad, at Scranton, Pa.; New York, Lake Erie and Western railroad, at Lanesboro', Pa.

Stations.

Number of stations on main road: Passenger and freight,	16
Number of engine-houses and shops in Pennsylvania, 3 shops, 4 engine-houses; total number entire road, 3 shops, 5 engine-houses.	
Number of wood and water stations,	13
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	Cannot say.
Number of tunnels,	None.
How is track laid and on what foundation? Earth, gravel, cinders, and culm.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	36	{ \$3,000	00
		{ to	
		{ 14,000	00
Number of locomotives of more than 30 tons weight,	6	{ 5,000	00
		{ to	
		{ 10,000	00
Number of first class passenger cars,	6	4,000	00
Number of baggage, mail, and express cars,	6	2,800	00
Number of freight cars, { House cars, 10,	27	400	00
{ Trucks, 17,			
Number of coal, ore, and stone cars,	4,161	250	00
Number of caboose cars,	16	500	00

What kind of train-brake is in use on your road? Westinghouse air-brake on passenger trains.

Average number of cars in passenger trains, including baggage cars,	2 and 3
Average number of cars in freight trains,	11 to 25
Average weight of passenger trains, including locomotive and tender, in working order,	103 tons.
Average weight of freight trains, including locomotive and tender, in working order,	500 tons.

Employees.

Average number of persons regularly employed by company, including officials,	597
Same in Pennsylvania,	532

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	83,558
Number of miles run by freight trains,	46,824
Number of miles run by coal trains,	956,013
Number of through passengers for the year on main road,	1,503
Number of passengers (all classes) carried in cars,	198,147
Number of passengers carried one mile,	2,231,097
Number of passengers carried one mile in Pennsylvania,	2,061,224
Number of tons of 2,000 pounds of through freight for the year on main road,	127,061
Number of tons of freight carried one mile,	103,539,364
Number of tons of freight carried one mile in Pennsylvania,	88,431,428
Gross amount of tonnage for the year, (2,000 pounds per ton,)	3,372,952
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by express trains, including stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	12,927	July, 1881,	16,961
February, 1881,	10,021	August, 1881,	19,839
March, 1881,	14,528	September, 1881,	21,582
April, 1881,	15,810	October, 1881,	18,951
May, 1881,	15,611	November, 1881,	18,853
June, 1881,	14,827	December, 1881,	18,737

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	3,091,459	Agricultural products,	34,958
Petroleum and other oils,	264	Merchandise and manufactures,	36,064
Pig iron,	12,642	Live stock and products of ani-	
Railroad iron,	5,961	mals,	3,278
Other iron or castings,	19,622	Lumber and products of forest,	63,318
Iron and other ores,	77,037	Other articles,	27,760
Stone and lime,	566		

Rate of Fare for Passengers charged for the respective classes per Mile.

For first-class through passengers,	3 ¹ / ₈ cents.
For first-class way passengers,	3 and 4 cents.
For second-class through passengers,	None.
For second-class way passengers,	None.

Rate per ton, per mile charged for Freight.

For through freight, per ton per mile, of (2,000 lbs. per ton,)	1 and 2 cents.
For through coal, per ton ton per mile, (2,240 lbs. per ton,)	1 to 1 ¹ / ₂ cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$191	73	\$4,340	17	\$4,531	90
February, 1881,	123	66	3,692	45	3,816	11
March, 1881,	194	65	5,318	02	5,512	67
April, 1881,	199	23	5,754	55	5,953	78
May, 1881,	185	49	5,494	96	5,680	45
June, 1881,	235	87	5,177	56	5,413	43
July, 1881,	393	88	6,231	16	6,625	04
August, 1881,	524	42	7,170	75	7,695	17
September, 1881,	476	31	7,492	25	7,968	56
October, 1881,	469	45	6,664	21	7,133	66
November, 1881,	206	10	6,424	89	6,630	99
December, 1881,	239	74	6,394	82	6,634	56
Total,	\$3,440	53	\$70,155	79	\$73,596	32

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$5,755	99	\$35,088	10	\$40,844	09
February, 1881,	6,629	59	97,077	01	103,706	60
March, 1881,	7,661	33	120,767	70	128,429	03
April, 1881,	10,571	40	84,683	65	95,255	05
May, 1881,	13,536	83	97,691	01	111,227	84
June, 1881,	8,698	24	113,401	51	122,099	75
July, 1881,	8,638	13	126,595	71	135,233	84
August, 1881,	6,591	94	131,692	05	138,283	99
September, 1881,	3,684	56	117,459	28	121,143	84
October, 1881,	8,167	16	135,196	88	143,364	04
November, 1881,	6,666	41	146,113	51	152,779	93
December, 1881,	8,544	56	146,887	83	155,432	39
Total,	\$95,146	14	\$1,402,654	24	\$1,497,800	38

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,			\$204	16	\$5,176	73	\$5,380	89
February, 1881,			125	64	3,835	21	3,960	85
March, 1881,	\$673	37	136	33	3,435	90	4,245	60
April, 1881,			156	87	5,439	29	5,596	16
May, 1881,			141	44	4,592	97	4,734	41
June, 1881,	670	53	178	76	4,780	53	5,629	82
July, 1881,			180	16	3,537	03	3,717	19
August, 1881,			249	72	6,546	69	6,796	41
September, 1881,	735	37	253	26	3,645	62	4,634	25
October, 1881,			205	61	8,055	02	8,260	63
November, 1881,			186	19	5,347	35	5,533	54
December, 1881,	728	60	361	62	9,090	23	10,180	45
Total,	\$2,807	37	\$2,379	76	\$63,482	57	\$68,670	20

Total passenger earnings for the year,	\$73,596	32
Total freight earnings for the year,	1,497,800	38
Total earnings from all other sources,	68,670	20
Total earnings for the year,	\$1,640,066	90
Total receipts from all sources on whole length of line,	\$1,640,006	90
Proportion of earnings in Pennsylvania, to earnings of whole line: Say 95 per cent.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$69,449	93
New locomotives, number of, 5,	59,000	00
New freight cars, number of, 4,	1,400	00
Total,	\$129,849	93
Proportion for Pennsylvania,	\$129,849	93

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$63,664	14
Repairs of bridges,	4,107	51
Repairs of buildings and fixtures,	7,496	30
Repairs of fences,	886	60
All other expenses for maintenance of way,	2,125	78
Total for maintenance of way,	\$78,260	33
Cost per mile of road kept in repair,	\$1,450	34
Proportion for Pennsylvania, Say 95 per cent.		

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$61,930	68
Repairs of passenger, baggage, and mail cars,	2,351	59
Repairs of freight cars,	40,403	12
Total for maintenance of motive power and cars,	\$104,685	39
Cost per mile of road operated,	\$1,079	68
Proportion for Pennsylvania, Say 95 per cent.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	\$13,665	67
Salaries, wages, and incidentals chargeable to freight department, . .	156,621	62
Wages of switchmen, signalmen, gatekeepers, and watchmen,	10,208	24
Fuel—number of cords of wood, 312; cost	371	90
Fuel—number of tons of coal, 87,623; cost	56,772	39
Oil and waste,	7,035	56
Damages for injuries to persons,	756	86
Damages for cattle killed or injured,	434	00
Damage for loss of goods and baggage,	658	39
Damages to property, including damages by fire,	25	00
Taxes,	2,878	11
Insurance,	3,819	13
Telegraph expenses,	7,893	97
Amount paid for use of other companies' tracks,	301,451	93
Amount paid other corporations or individuals for use of all other cars,	82,719	47
Law expenses, and all other expenses (except interest) not included in any of the above items,	1,395	05
Total miscellaneous,	\$646,707	29
Amount per mile of road operated,	\$8,669	84
Proportion for Pennsylvania, Say 95 per cent.		
Total expenditures for operating the road,	829,653	01
Total charged to road and equipment,	129,819	93
Expenses per mile of road operated,	8,556	65
Expenses per mile of single track operated, not including sidings, . .	7,569	83
Expenses per train mile,		76
Proportion for Pennsylvania, Say 95 per cent.		

EARNINGS.

Passenger transportation, local,	\$70,155 79	} Total,	\$73,596 33
Passenger transportation, through,	3,440 53		
Freight transportation, local,	\$1,402,654 24	} Total,	1,497,800 38
Freight transportation, through,	95,145 14		
Mail service,			2,807 87
Express service,			2,379 76
Rents,			5,000 00
All other sources of income,			53,482 57
Total,			\$1,640,066 90
Operating Expenses.			
Maintenance of way and buildings,	\$78,260 33		
Maintenance of motive power and cars,	104,685 39		
Miscellaneous,	646,707 29		
Total operating expenses, being 50.59 per cent. of earnings, . . .			829,653 01
Net earnings,			\$810,413 89
Earnings per mile of road operated,			\$16,914 88
Expenses per mile of road operated,			8,556 65
Net earnings,			\$8,358 23

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Delaware, Lackawanna and Western Express, between Scranton and Carbondale, who have half the gross receipts. National Express, between Jefferson Junction and Nineveh, under contract with Northern Railroad Department.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$2,084.62 per annum.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding, \$20,000 00
Amount of stock issued as stock dividends, and dates of issue, None.
Rate and date of all cash dividends on stock of original and consolidated companies : June 10, 1881, 1½ per cent.
September 10, 1881, 1½ per cent. December 10, 1881, 1½ per cent.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	. . . . .	. . . . .	1	. . . . .	1
Employees,	2	1	1	. .	3	1
Others,	1	1	4	1	5	2
Total,	3	2	5	2	8	4

Statement of each Accident.

January 24. John Wagner, while on duty at Carbondale transfer chutes, received injuries resulting in his death.
March 23. Walter Morgan, a brakeman; thumb crushed at Moosic, and amputated.
May 3. John Dougherty, 14 years old; run over by coal train at Plymouth; both legs and one arm cut off; he died the same day.
July 27. Thomas Lavelle, 12 years old; run over and killed at Dickson switch.
August 15. A son of William Hepburn, 7 years old, playing on turn table at Scranton; hurt so badly that he died the same night.

August 27. Rev. Daniel Bowen, jumped off passenger train after leaving Carbondale; one truck of last car run over his legs, and one foot had to be amputated.

October 13. Frank Kutzenwinkle, 13 years old; run over near Moosic; died the following Sunday.

November 15. Engine No. 37, wrecked at Stillwater. Engineer S. S. Dow instantly killed, and W. Murset, an Erie flagman riding on the engine, scalded so that he died December 3; caused by switch being left open by Erie trackmen.

December 29. William Bryant, a tool boy; trying to get on a train, was run over and right leg crushed, so that he died the same day.

December 29. James Horning, crushed across hips between L. and S. cars by engine No. 15, at Plymouth.

October 22. Walter Connor, 17 years old; run over at Plymouth; one foot amputated.

STATE OF NEW YORK, }
County of New York, } ss :

Personally appeared before me, Thomas Dickson, president, and James C. Hartt, treasurer, of the Delaware and Hudson Canal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

THOMAS DICKSON, *President.*

J. C. HARTT, *Treasurer.*

Sworn and subscribed before me this 2d day of February, A. D. 1882.

JOHN A. PATTISON,

Commissioner for the State of Pennsylvania.

REPORT

OF THE

Delaware, Lackawanna and Western Railroad Company,
for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
Samuel Sloan, President,	New York city.
Percy R. Pyne, Vice President,	New York city.
Fred. F. Chambers, Secretary,	New York city.
Frederick H. Gibbens, Treasurer,	New York city.
Moses Taylor Pyne, Counsel,	New York city.
James Archbald, Chief Engineer,	Scranton, Pa.
William F. Hallstead, General Superintendent,	Scranton, Pa.
Garrett Bogart, Division Superintendent,	Scranton, Pa.

General offices at No. 26 Exchange Place, New York city.

Names of Directors.	Residences.
William E. Dodge,	New York city.
Moses Taylor,	New York city.
George Bulkley,	Southport, Conn.
John I. Blair,	Blairstown, N. J.
George Bliss,	New York city.
Percy R. Pyne.	New York city.
William Walter Phelps,	New York city.
Wilson G. Hunt,	New York city.
Benjamin G. Clarke,	New York city.
E. W. Holbrook,	New York city.
E. S. Higgins,	New York city.
Jay Gould,	New York city.
Sidney Dillon,	New York city.
Russel Sage,	New York city.

CAPITAL STOCK.

Capital stock authorized by law: Is not to exceed amount expended for construction.		
Capital stock authorized by votes of company,	\$26,200,000	00
Capital stock, amount subscribed,	26,200,000	00
Capital stock, total amount now paid in,	26,200,000	00
Capital stock, number of shares issued, 524,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
Lackawanna and Bloomsburg Railroad Company's mortgage bonds, (due March 1, 1885, and May 15, 1890, bear interest at 7 per cent., which is payable March 1, May 15, September 1, and November 15,) amount,	\$377,900	00
Convertible bonds, (due June 1, 1892, bear interest at 7 per cent., which is payable June and December 1,) amount,	600,000	00
First consolidated mortgage bonds, (due September 1, 1907, bear interest at 7 per cent., which is payable March and September 1,) amount,	3,067,000	00
	\$4,044,900	00
Balance due on account of second mortgage bonds paid off and retired March 1, 1881,	\$1,200,000	00
Total amount now of funded debt,	\$4,044,900	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property: None. Excess of accounts receivable over accounts payable.	\$769,469	18
Funded debt as per last report,	5,677,900	00

COST.

Total cost of entire road to date,	\$16,978,752	40
Average of same per mile of road laid,	\$81,825	31
Cost of coal lands and improvements, and other property,	6,332,792	42
Total cost of entire equipment,	\$7,561,811	93
Average cost of equipment per mile of road operated by company,	36,442	46
Proportion of same to Pennsylvania,	36,442	46
Cost of road and equipment per mile,	118,267	77
Proportion of same for Pennsylvania,	118,267	77

CHARACTERISTICS OF ROAD.

	MILES.	
	Whole length.	Length in Penn'a.
Main Line.		
Length of main line, from Delaware River, to New York and Pennsylvania State Line,	115	115
Length of single main track,	5.50	5.50
Length of double main track,	109.50	109.50
Branches.		
Lackawanna and Bloomsburg branch, { Length of branch,	80	80
from Scranton to Northumberland, . { Length of single track,	58	58
Winton branch, from Nayaug to Win- { Length of double track,	22	22
ton, { Length of branch,	7.50	7.50
Keyser Valley branch, from Main Line { Length of single track,	7.50	7.50
to Keyser Valley, { Length of branch,	5	5
to Keyser Valley, { Length of single track,	5	5
Aggregate length of main line and branches,	207.50	207.50
Aggregate length of sidings and other track not above enumerated,	130.07	130.07
Aggregate length of main line, branches, leased roads, sidings, and other track,	337.57	337.57

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 157.52
Miles of steel rail in use, 311.55
Weight of rail per yard, { Iron, 65 lbs.
 { Steel, 60 to 68½ lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 26
Wooden bridges, number of, 11 ; aggregate length, . . . 956 feet.
Stone bridges, number of, 5 ; aggregate length, 280 feet.
Iron bridges, number of, 10 ; aggregate length, 2,098 feet.
Wooden trestles, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? Lehigh Valley railroad, at Pittston.

What railroads cross your road, either over or under your grade, in this Commonwealth ? Philadelphia and Reading railroad, at Rupert ; Delaware and Hudson Canal Company's railroad, at Scranton ; Pennsylvania Coal Company's railroad, at Number Six.

Stations.

Number of stations on main road : Passenger and freight, 24
Number of stations on branches : Passenger and freight, 23
Number of engine-houses and shops in Pennsylvania, 6 ;
total number entire road, 6
Number of wood and water stations on main road, 24
Number of wood and water stations on branches, 13
Number of tunnels, 3 ; aggregate length, 3,540 feet.

How is track laid and on what foundation ? Gravel and stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight, with coal and water ready for use,	125	\$8,500	00
Number of locomotives of more than 30 tons weight, with coal and water ready for use,	44	7,500	00
Number of locomotives of more than 20 tons weight, with coal and water ready for use,	1	5,000	00
Number of locomotives of more than 10 tons weight, with coal and water ready for use,	1	1,500	00
Number of first-class passenger cars,	43	3,600	00
Number of second-class passenger cars,	1		
Number of baggage, mail, and express cars,	26	2,100	00
Number of freight cars: House cars, 1,018; trucks, 1,612; total,	2,630	450	00
Number of coal, ore, and stone cars, rated as (4-wheel,)	19,149	175	00
Number of cabooses cars,	94	350	00

What kind of train brake is in use on your road? Westinghouse air-brakes.

Average number of cars in passenger trains, including baggage cars,	4
Average number of cars in freight trains,	25 to 30
Average weight of passenger trains, including locomotive and tender, in working order,	135 tons.
Average weight of freight trains, including locomotive and tender, in working order,	450 tons.

Employees.

Average number of persons regularly employed by company, including officials,	2,200
Same in Pennsylvania,	2,200

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	498,663
Number of miles run by freight trains,	779,955
Number of miles run by coal trains,	3,275,305
Number of through passengers for the year on main road,	20,171
Number of passengers (all classes) carried in cars,	742,624
Number of passengers carried one mile,	14,069,865
Number of passengers carried one mile in Pennsylvania,	10,965,077
Number of tons of 2,000 pounds of through freight for the year on main road,	2,199,948
Number of tons of freight carried one mile,	404,464,932
Number of tons of freight carried one mile in Pennsylvania,	239,687,863
Gross amount of tonnage for the year, (2,000 pounds per ton,)	6,520,037
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	27
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	42,015	July, 1881,	71,837
February, 1881,	38,806	August, 1881,	81,662
March, 1881,	53,407	September, 1881,	82,258
April, 1881,	55,328	October, 1881,	75,641
May, 1881,	57,716	November, 1881,	61,715
June, 1881,	57,572	December, 1881,	64,667

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	5,268,216	Stone and lime,	92,268
Bituminous coal,	62,442	Agricultural products,	289,984
Petroleum and other oils,	6,702	Merchandise and manufactures,	168,410
Pig iron,	133,984	Live stock,	9,966
Railroad iron,	189,928	Lumber,	129,944
Other iron or castings,	74,748	Other articles,	51,161
Iron and other ores,	92,284		

Rate of Fare for Passengers charged for the respective classes per mile.	
For first-class through passengers,	3 cents.
For first-class way passengers,	3½ cents.
For second-class through passengers,	2 cents.
For second-class way passengers,	2 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.	
For through freight, per ton per mile,	1.23 cents.
For through coal, per ton per mile,	1.08 cents:
For local freight, per ton per mile,	2.28 cents.
For local coal, per ton per mile,	1.14 cents.
These rates include handling and the terminal charges.	

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$2,935	34	\$21,434	12	\$24,369	46
February, 1881,	2,834	20	19,669	72	22,505	92
March, 1881,	3,915	60	27,060	86	30,976	46
April, 1881,	4,383	33	27,691	21	32,074	54
May, 1881,	4,358	01	29,117	69	33,475	70
June, 1881,	4,514	45	28,848	09	33,392	51
July, 1881,	5,679	92	35,986	43	41,666	35
August, 1881,	6,445	44	40,918	68	47,364	12
September, 1881,	6,398	24	41,312	69	47,710	93
October, 1881,	5,970	22	37,901	87	43,872	09
November, 1881,	4,874	46	30,921	45	35,795	91
December, 1881,	5,106	24	32,412	69	37,518	93
Total,	\$57,417	45	\$373,275	50	\$430,722	95

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$168,555	20	\$169,310	45	\$337,865	65
February, 1881,	218,983	43	242,499	13	461,482	56
March, 1881,	242,308	10	231,771	25	474,077	35
April, 1881,	203,553	82	197,903	21	400,457	03
May, 1881,	226,153	69	192,758	76	418,912	45
June, 1881,	262,308	60	225,455	36	487,763	96
July, 1881,	261,823	58	224,549	24	486,377	82
August, 1881,	260,325	10	271,404	49	531,729	59
September, 1881,	216,116	16	242,047	76	458,163	92
October, 1881,	264,044	81	254,977	43	519,022	27
November, 1881,	269,883	75	257,133	13	527,016	88
December, 1881,	228,824	85	270,014	18	498,839	03
Total,	\$2,849,881	12	\$2,779,854	39	\$5,629,733	51

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.*		Total.	
January, 1881, . .	\$1,449	32	\$2,767	63	\$25,875	55	\$30,092	50
February, 1881, .	1,449	32	2,642	08	29,209	99	33,301	39
March, 1881, . . .	1,449	32	2,671	60	37,181	65	41,302	57
April, 1881, . . .	1,449	32	2,686	48	26,391	75	30,527	55
May, 1881,	1,449	32	2,783	40	36,514	68	40,747	40
June, 1881,	1,449	32	2,905	28	35,801	76	40,156	36
July, 1881,	1,449	32	4,878	99	35,728	40	42,056	71
August, 1881, . .	1,449	32	2,751	03	39,200	45	43,400	80
September, 1881, .	1,449	32	2,817	06	38,090	29	42,356	67
October, 1881, . .	1,449	32	2,961	73	39,913	44	44,334	49
November, 1881, .	1,449	32	2,972	45	42,545	50	46,967	27
December, 1881, .	2,624	86	3,028	16	37,303	11	42,961	13
Total,	\$18,567	38	\$35,865	89	\$423,761	57	\$478,194	84

Total passenger earnings for the year,	\$480,722	95
Total freight earnings for the year,	5,629,738	51
Total earnings from all other sources,	478,194	84
Total earnings for the year,	\$6,538,656	30

* Chiefly car service.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, second track and new sidings,	\$46,263	91
New passenger cars, number of, 2,	8,670	00
New mail and baggage cars, number of, 2,	5,168	00
New freight cars, number of, 1,043,	502,935	00
New machine shops, machinery, and tools,	1,594	60
Total,	\$564,631	51
Proportion for Pennsylvania,	\$564,631	51

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$386,680	88
New steel rails, number of tons, 1,958,	108,256	20
Repairs of bridges,	8,389	12
Repairs of buildings and fixtures,	60,510	20
Repairs of fences,	6,253	65
Total for maintenance of way,	\$570,090	05
Cost per mile of road kept in repair,	\$2,747	42
Proportion for Pennsylvania,	2,747	42

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$165,716	64
Repairs of machinery,	15,230	56
Repairs of passenger, baggage, and mail cars,	24,787	74
Repairs of freight cars,	449,704	18
All other expenses for maintenance of motive power and cars,	27,601	89
Total for maintenance of motive power and cars,	\$683,040	96
Cost per mile of road operated,	\$3,291	76
Proportion for Pennsylvania,	3,291	76

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$80,274	24
Salaries, wages, and incidentals chargeable to freight department,	547,729	58
Wages of switchmen, signalmen, gatekeepers, and watchmen,	20,179	84
Fuel—number cords of wood, 6,298; cost,	3,860	85
Fuel—number tons of coal, 199,779; cost,	864,959	39
Oil and waste,	82,676	88
Damages for injuries to persons,	1,552	38
Damages for cattle killed or injured,	234	90
Damage for loss of goods and baggage,	3,446	77
Taxes,	124,657	69
Telegraph expenses,	1,551	48
Amount paid other corporations or individuals for use of all other cars,	124,417	29
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	55,000	32
Total miscellaneous,	\$1,440,541	61
Amount per mile of road operated,	\$6,942	37
Proportion for Pennsylvania,	6,942	37
Total expenditures for operating the road,	2,693,672	62
Total charged to road and equipment,	1,253,131	01
Expenses per mile of road operated,	12,981	55
Expenses per mile of single track operated, not including sidings,	7,945	93
Expenses per train mile,		59.15
Proportion for Pennsylvania,		59.15

EARNINGS.

Passenger transportation, local,	\$373,275 50	} Total,	\$430,722	95
Passenger transportation, through,	57,447 45			
Freight transportation, local,	\$2,779,854 39	} Total,	5,629,738	51
Freight transportation, through,	2,849,884 12			
Mail service,			18,567	38
Express service,			35,865	89
Rents,			2,303	30
All other sources of income,			421,458	27
Total,			\$6,538,656	80
Operating Expenses.				
Maintenance of way and buildings,	\$570,090 05			
Maintenance of motive power and cars,	683,040 96			
Miscellaneous,	1,440,541 61			
Total operating expenses, being 41.19 per cent. of earnings,			2,693,672	62
Net earnings,			\$3,844,983	68
Earnings per mile of road operated,			\$31,511	59
Expenses per mile of road operated,			12,981	55
Net earnings,			\$18,530	04

The foregoing statements only include the operations of the transportation department.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? The Delaware, Lackawanna and Western express, under contract with Robert F. Westcott, for \$2,600 per month.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Yes; belonging to the company.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? About \$18,500; by allotment of department.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$26,200,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of company :	
Payable April 20, 1881, @,	1½ per cent.
Payable July 20, 1881, @,	1½ per cent.
Payable October 20, 1881, @,	1¾ per cent.
Payable January 20, 1882, @,	2 per cent.

Number and per cent. of dividends, As above.		
Amount of said dividends,	\$1,768,500	00
Balance for the year, or surplus,	\$2,436,870	59
Surplus at commencement of the year,	5,148,426	94
Total surplus,	\$7,585,297	53
Surplus invested as follows :		
Cash and loans,	\$781,781	42
Balance of accounts due company,	1,519,193	54
Material, fuel, and stores,	1,121,850	63
Other items, stocks and bonds, valued on books at	6,265,520	97

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	. . . . .	. . . . .	1	. . . . .	1
Employés,	1	6	11	17	12	23
Others, . . . . .	. . . . .	. . . . .	6	11	6	11
Total,	1	6	17	29	18	35

Statement of each Accident.

- January 7. Edward Conlin, laborer ; walking on track near Taylorville ; killed.
- January 13. Charles Gardner, laborer ; struck by stone from blast near Glenburn ; leg broken.
- January 19. Joseph Beagle, laborer ; jumping on train at Clark's Summit ; killed.
- February 12. John Farlon, laborer ; walking on track at Water Gap ; injured.
- February 19. William Carey, fireman ; falling from engine at Nay Aug ; injured.
- February 19. John Wilson, fireman ; falling from engine at Abington ; injured.
- February 24. Richard Nape, engineer ; bursting of crown sheet ; slightly scalded.
- February 24. Walter Nape, fireman ; bursting of crown sheet ; slightly scalded.
- March 7. Richard Daly, laborer ; falling from coal train ; killed at Scranton.
- March 14. Daniel Gillespie, laborer ; on track near Kingston ; killed.
- March 28. Simon Madigan, laborer ; falling off hand car at Nicholson ; killed.
- March 29. William Meixsell ; jumped or coal train at Pittston ; foot cut off.
- May 9. Catharine Pattenburg ; crossing track near Milford ; killed.
- May 11. Center Sheed, brakeman ; coupling at Dalton ; killed.
- May 23. John Young, brakeman ; falling off box car at Beach Haven ; injured.
- May 30. Michael Flemming, brakeman ; uncoupling at Scranton ; killed.
- June 11. Thomas Bush, brakeman ; foot caught in frog, Portland ; injured.
- June 13. Theodore May ; walking on track near Brown's crossing ; killed.

June 13. Catharine May ; walking on track near Brown's crossing ; injured.

June 28. Patrick Norton, brakeman ; Scranton yard ; arm crushed.

July 20. O. Elmendorf, conductor ; striking Clark's Summit bridge ; injured.

July 7. Daniel Davis ; jumping on train near Howell's mines ; foot crushed.

July 9. Elizabeth Kelley ; walking on track at Goldsboro' ; left leg cut off.

July 12. M. T. Mosier, laborer ; upsetting of derrick car, Cherry Creek bridge ; injured.

July 21. L. B. Tompkins, brakeman ; uncoupling near Scranton ; injured.

July 22. Thomas Hefferman, brakeman ; coupling at Scranton ; toes injured.

July 26. Alonzo Terwillager, brakeman ; coupling at Scranton ; arm injured.

July 30. James Rogers, a boy ; jumping on train ; killed at Maltby.

August 8. Mrs. Bush, passenger ; falling in getting off train at Great Bend ; injured.

August 11. William Carl, brakeman ; injured in the ribs at Great Bend.

August 13. Charles Brown ; lying on track ; drunk ; foot cut off.

August 15. James Law, brakeman ; coupling in Kingston yard ; hand crushed.

August 19. Francis Bailey, brakeman ; coupling at Scranton ; killed.

August 20. Miles Cawley, laborer ; walking on track at Scranton ; feet crushed.

August 31. William G. Collins, suicide ; threw himself on track in front of train ; killed.

September 8. Michael Lackey ; jumping on train at Diamond mines ; legs and feet injured.

September 8. Dennis White ; jumping on train at Hyde Park ; killed.

September 17. Patrick Crosser, brakeman ; coupling, Hyde Park ; hand cut off.

October 4. Frederick Repsher, laborer ; walking on track near Henryville ; killed.

September 20. Patrick O'Conner, brakeman ; jumping from engine, Factoryville ; serious injuries.

November 5. Elias Reynolds, carpenter ; struck by engine at Pocono ; ribs broken.

November 5. John R. Frost, carpenter ; struck by engine at Pocono ; killed.

November 6. Michael Hart, brakeman ; coupling at Scranton ; arm crushed.

November 9. Catharine Conway, aged 7; engine threw a calf off the track against her; slightly injured.

November 18. William Norton, conductor; collision of trains near Great Bend; killed.

November 19. John C. Beam; lying drunk on track, Willow Grove; head crushed.

November 19. Patrick O'Neil; drunk at night on track at Northumberland; killed.

November 21. John Castner, engineer; bursting of water bar at Nay Aug; scalded.

December 10. Patrick White, brakeman; caught between cars at Scranton; killed.

December 12. D. E. Colley; standing on switch at Water Gap; hand injured.

December 1. Calvin Vansohy, brakeman; foot injured, Stroudsburg; caught between bumpers.

December 8. James Malone; stealing ride on coal train at Bell's bridge; injured.

December 18. Emanuel Overfield; stealing ride on coal train at Water Gap; injured; cannot recover.

STATE OF NEW YORK, }
County of New York, } ss:

Personally appeared before me, Samuel Sloan, president, and Frederick H. Gibbens, treasurer, of the Delaware, Lackawanna and Western Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 31st December, A. D. 1881, according to the best of their knowledge and belief.

(Signed) SAMUEL SLOAN, *President.*

FREDERICK H. GIBBENS, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1882.

FREDERICK F. CHAMBERS,

Commissioner for the State of Pennsylvania in New York.

REPORT
OF THE
Delaware River and Lancaster Railroad Company,
for the year ending Decemer 31, 1881.

Names.	Residences.
Robert Crane, President,	319 Walnut street, Philadelphia.
D. B. Case, Secretary,	Marietta, Pa.
Henry Carpenter, Treasurer,	28 South Queen street, Lancaster, Pa.
H. R. M. Whitman, Chief Engineer,	North Coventry, Chester county, Pa.
General office at No. 28 South Queen street, Lancaster, Pa.	

Names of Directors.	Residences.
Robert Crane,	319 Walnut street, Philadelphia.
Henry Carpenter,	Lancaster, Pa.
C. S. Kaufman,	Columbia, Pa.
I. K. Lineweaver,	Columbia, Pa.
D. B. Case,	Marietta, Pa.
R. M. Bolenius,	Lancaster, Pa.
John D. Skiles,	Lancaster, Pa.
N. H. Anders,	2173 Franklin street, Philadelphia.
Alexander Sellers,	Telford, Bucks county, Pa.
Samuel K. Cassel,	Moyerstown, Bucks county, Pa.
E. D. White,	Churchtown, Lancaster county, Pa.
John S. Roland,	New Holland, Lancaster county, Pa.
Isaac W. Guldin,	Pughtown, Chester county, Pa.

CAPITAL STOCK.

Capital stock authorized by law: 32,000 shares,	\$1,600,000	00
Capital stock authorized by votes of company,	1,600,000	00
Capital stock, amount subscribed: 4,056 shares,	202,800	00
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$1,035	00
Debt incurred for any other purpose, and for what: For incidentals,	300	00
The amount now of floating debt,	\$1,335	00
Total amount now of floating and funded debt,	\$1,335	00
Floating debt, as per last report,	\$115	00
Total cash realized from capital stock and debt,	\$17,200	00

COST.

Total cost of entire road to date,	\$18,535	00
--	----------	----

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lancaster to Delaware River,	83	83
Length of single main track,	83	83

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, None laid as yet.
Miles of steel rail in use, None laid as yet.

Bridges and Trestles.

Number of bridges and trestles on whole line, Undecided.
Wooden bridges, number of, 2; aggregate length, 400 feet.
Stone bridges, number of, Undecided.
Iron bridges, number of, Undecided.
Wooden trestles, number of, Undecided.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Wilmington and Northern railroad, at Springfield, Chester county, Pa. Between the city of Lancaster and Phoenixville, balance of the line not finally determined upon, therefore location may be changed.

STATE OF PENNSYLVANIA, }
County of Lancaster, } ss:

Personally appeared before me, Robert Crane, president, and Henry Carpenter, treasurer, of the Delaware River and Lancaster Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) ROBERT CRANE, *President.*
HENRY CARPENTER, *Treasurer.*

Sworn and subscribed before me, this 9th day of January, A. D. 1882.
H. R. McCONOMY, *Alderman.*

REPORT
OF THE
Delaware Western Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Robert Garrett, President,	Baltimore, Md.
John W. Davis, Managing Director,	Baltimore, Md.
John C. Farra, Secretary and Assistant Treasurer,	Wilmington, Del.
David Connell, General Superintendent,	Wilmington, Del.
General offices at Wilmington, Del.	

<i>Names of Directors.</i>	<i>Residences.</i>
Robert Garrett,	Baltimore, Md.
Victor DuPont,	Wilmington, Del.
Perry Belmont,	New York.
William M. Canby,	Wilmington, Del.
John W. Davis,	Baltimore, Md.
William Canby,	Wilmington, Del.
Osmun Latrobe,	Baltimore, Md.

CAPITAL STOCK.

Capital stock authorized by law,	No limit.		
Capital stock aathorized by votes of company,		\$250,000	00
Capital stock, amount subscribed,		250,000	00
Capital stock, total amount now paid in,		250,000	00
Capital stock, number of shares issued,	5,000		
Capital stock, amount paid in on each share, \$100 in first mortgage bonds.			
Capital stock, par value of each share,		50	00

COST.

Total cost of entire road to date,	\$742,203	79
Average of same per mile of road laid,	\$30,543	37
Proportion of same for Pennsylvania,	73,609	52
Total cost of entire equipment,	\$74,617	32
Average cost of equipment per mile of road operated by company,	3,070	67
Proportion of same to Pennsylvania,	7,400	31
Cost of road and equipment per inile,	33,614	04
Proportion of same for Pennsylvania,	81,009	83

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Wilmington, Del., to Landenberg, Pa.,	20	2.39
Length of single main track,	20	2.39
Aggregate length of main line and branches,	20	2.39
Aggregate length of sidings and other track not above enumerated,	4.55	.02
Aggregate length of main line, branches, leased roads, sidings, and other track,	24.55	2.41

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 24.05
Miles of steel rail in use,5
Weight of rail per yard, { Iron, 56 pounds.
 { Steel, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 18
Wooden bridges, number of, 10; aggregate length, . . . 2,061 feet.
Stone bridges, None.
Iron bridges, number of, 5; aggregate length, 120 feet.
Wooden trestles, number of, 3; aggregate length, . . . 1,200 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight, . 12
Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 2
Number of wood and water stations on main road, . . . 2
Value of real estate held by the company, exclusive of roadway, \$4,990 32
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, None.
Number of tunnels, None.
How is track laid, and on what foundation? On cross-ties, resting on dirt, gravel, and stone.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	1	\$7,000	00
Number of locomotives of more than 20 tons weight,	2	10,375	00
Number of locomotives of more than 10 tons weight,	1	2,305	00
Number of first-class passenger cars,	3	4,625	00
Number of baggage, mail, and express cars,	2	3,925	00
Number of freight cars: House cars, 10; trucks, 20; total, . .	30	777	00

What kind of train-brake is in use on your road?	Hand-brake.
Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	12
Average weight of passenger trains, including locomotive and tender, in working order,	No record.
Average weight of freight trains, including locomotive and tender, in working order,	No record.

Employees.

Average number of persons regularly employed by company, including officials,	45
Same in Pennsylvania,	6

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger, freight, and coal trains,	37,560
Number of through passengers for the year on main road,	9,024
Number of passengers (all classes) carried in cars,	42,779
Number of passengers carried one mile,	503,316
Number of passengers carried one mile in Pennsylvania,	24,142
Number of tons of 2,000 pounds of through freight for the year on main road,	39,558
Number of tons of freight carried one mile,	1,072,386
Number of tons of freight carried one mile in Pennsylvania,	104,897
Gross amount of tonnage for the year, (2,000 lbs., per ton,)	67,335
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	2,462½	July, 1881,	4,905½
February, 1881,	2,219	August, 1881,	4,640
March, 1881,	2,575½	September, 1881,	4,821
April, 1881,	2,785½	October, 1881,	4,083½
May, 1881,	3,806	November, 1881,	3,576½
June, 1881,	3,999	December, 1881,	3,625

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.			
Anthracite coal,	6,725	Stone and lime,	1,159
Bituminous coal,	24,516	Agricultural products,	4,034
Petroleum and other oils,	22	Merchandise and manufactures,	5,603
Pig iron,	1,253	Live stock,	7
Other iron or castings,	5,713	Lumber,	3,431
Iron and other ores, kaolin,	14,720	Other articles,	150

Rate of Fare for Passengers charged for the respective classes per mile.	
For first-class through passengers,	2.5 cents.
For first-class way passengers,	2.64 cents.

Rate per Ton (of 2,000 pounds) per mile charged for Freight.	
For through and local freight and coal, per ton per mile, average rate,	3.45

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$757 14
February, 1881,			691 50
March, 1881,			889 54
April, 1881,			883 71
May, 1881,			946 87
June, 1881,			1,221 95
July, 1881,			1,530 52
August, 1881,			1,337 12
September, 1881,			1,307 59
October, 1881,			1,204 36
November, 1881,			1,261 12
December, 1881,			1,118 77
Total,			\$12,953 19

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$3,831 24
February, 1881,			3,839 17
March, 1881,			4,051 25
April, 1881,			3,230 69
May, 1881,			2,881 46
June, 1881,			2,260 71
July, 1881,			2,392 54
August, 1881,			2,818 53
September, 1881,			2,873 12
October, 1881,			3,321 60
November, 1881,			2,983 75
December, 1881,			3,013 57
Total,			\$37,000 63

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881, . . .	\$70	30	.	.	\$402	02	\$472	32
February, 1881, . .	73	11	.	.	242	34	315	45
March, 1881, . . .	73	10	.	.	580	76	653	86
April, 1881, . . .	70	30	.	.	14	22	84	52
May, 1881,	73	10	.	.	31	68	104	78
June, 1881,	73	10	.	.	6	44	79	54
July, 1881,	73	10	.	.	89	34	162	44
August, 1881, . . .	73	10	.	.	27	09	100	19
September, 1881, .	73	10	.	.	35	30	108	40
October, 1881, . .	73	11	.	.	45	80	118	91
November, 1881, .	73	10	.	.	19	67	92	77
December, 1881, .	73	75	.	.	27	44	101	19
Total,	\$872	27	.	.	\$1,522	10	\$2,394	37

Total passenger earnings for the year,	\$12,953	19
Total freight earnings for the year,	37,000	63
Total earnings from all other sources,	2,394	37
Total earnings for the year,	\$52,348	19
Total receipts from all sources on whole length of line,	\$54,948	19
Proportion of earnings in Pennsylvania, to earnings of whole line, . . .	2.39-20	

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$265	67
Total,	\$265	67

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads,	\$11,435	60
Repairs of bridges, buildings, and fixtures,	1,487	22
Total for maintenance of way,	\$12,922	82
Cost per mile of road kept in repair,	\$646	14
Proportion for Pennsylvania,	1,544	27

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$3,631	51
Repairs of machinery,	278	07
Repairs of passenger, baggage, and mail cars,	} 1,040	70
Repairs of freight cars,		
Total for maintenance of motive power and cars,	\$4,950	28
Cost per mile of road operated,	\$247	51
Proportion for Pennsylvania,	591	35

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	{	\$13,902	66
Salaries, wages, and incidentals chargeable to freight department, . .			
Wages of switchmen, signalmen, gatekeepers, and watchmen, . .		2,040	00
Fuel—wood,	{	4,691	17
Fuel—coal,			
Oil and waste,		952	16
Taxes,		872	74
Insurance,			
Telegraph expenses,			
In miscellaneous expenses.			
In miscellaneous expenses.			
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .		3,033	28
Total miscellaneous,		\$25,492	01
Amount per mile of road operated,		\$1,274	60
Proportion for Pennsylvania,		3,046	29
Total expenditures for operating the road,		43,365	11
Total charged to road and equipment,		265	67
Expenses per mile of road operated,		2,168	26
Expenses per mile of single track operated, not including sidings, . .		2,168	26
Expenses per train mile,		1	15
Proportion for Pennsylvania,		5,182	14

EARNINGS.

Passenger transportation, local,	{	Total, .	\$12,953	19
Passenger transportation, through,				
Freight transportation, local,	{	Total, .	87,000	63
Freight transportation, through,				
Mail service,			872	27
All other sources of income,			1,522	10
Total,			\$52,348	19
Operating Expenses.				
Maintenance of way and buildings,		\$12,922	82	
Maintenance of motive power and cars,		4,950	28	
Miscellaneous,		25,492	01	
Total operating expenses, being 82.8 per cent. of earnings,			43,365	11
Net earnings,			\$8,983	08
Earnings per mile of road operated,			\$2,617	41
Expenses per mile of road operated,			2,168	26
Net earnings,			\$449	15

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? None.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? They do not.

U. S MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$878 51 per annum; six trips per week in furnished mail apartment.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding, \$250,000 00

Amount of stocks issued as stock dividends, and date of issue: None issued.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	. . . . .	1
Others,	1	. . . . .	1	. . . . .
Total,	1	1	1	1

Statement of each Accident.

March 5, 1881. John Toomey, fell under cars at Landenberg, while in an intoxicated condition, and was killed.

March 28. William Martin, fireman, fell from front end of engine, at Southwood. The engine truck passed over his leg, rendering amputation necessary. He afterwards died.

STATE OF DELAWARE, }
County of New Castle, } ss :

Personally appeared before me, David Connell, superintendent, and John C. Farra, assistant treasurer of the Delaware Western Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) D. CONNELL, Superintendent.
J. C. FARRA, Assistant Treasurer.

Sworn and subscribed before me, this 25th day of January, A. D. 1882.
SAMUEL A. MACALLISTER,
Commissioner for Pennsylvania at Wilmington, Delaware

REPORT
OF THE
*Dillsburg and Mechanicsburg Railroad Company, for
the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Frederick Watts, President,	Carlisle, Pa.
E. M. Biddle, Secretary and Treasurer,	Carlisle, Pa.
General offices at Carlisle, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Frederick Watts,	Carlisle.
Edward M. Biddle,	Carlisle.
Henry G. Moser,	Mechanicsburg.
Thomas B. Bryson,	Mechanicsburg.
James M. Shearer,	Dillsburg.
Christian Bender,	Dillsburg.
Henry McCormick,	Harrisburg.

CAPITAL STOCK.

Capital stock authorized by law,	\$350,000	00
Capital stock authorized by votes of company,	50,000	00
Capital stock, amount subscribed,	63,000	00
Capital stock, total amount now paid in,	53,437	17
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due August 1, 1895, bear interest at 6 per cent., which is payable semi-monthly,) amount,	\$100,000	00
Total amount now of funded debt,	\$100,000	00
Floating Debt.		
The amount now of floating debt,	36,282	43
Total amount now of floating and funded debt,	136,282	43
Funded debt as per last report,	\$100,000	00
Floating debt as per last report,	36,282	43

COST.

Total cost of entire road to date,	\$166,171	85
Average of same per mile of road laid,	\$21,880	75

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Dillsburg to Mechanicsburg,	7.7	7.7
Aggregate length of main line and branches,	7.7	7.7

Gauge.

What is the gauge of your lines? 4 ft. 9 inches.

Track.

Miles of iron rail in use, 8 miles.
Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 6
Wooden bridges, aggregate length, 239 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Harrisburg and Potomac railroad, at Dogwood run, two miles north of Dillsburg.

Stations.

Number of stations on main road, passenger, 2
Value of real estate held by the company, exclusive of road-way, \$3,100
How is track laid and on what foundation? Oak cross-ties on stone ballast.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$169 00
February, 1881,			156 25
March, 1881,			264 16
April, 1881,			208 81
May, 1881,			230 00
June, 1881,			264 71
July, 1881,			755 40
August, 1881,			2,045 88
September, 1881,			1,020 88
October, 1881,			362 77
November, 1881,			292 50
December, 1881,			358 53
Total,			\$6,728 93

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$1,826 39
February, 1881,	1,958 53
March, 1881,	1,811 41
April, 1881,	1,578 57
May, 1881,	1,697 16
June, 1881,	1,600 18
July, 1881,	1,150 88
August, 1881,	1,667 17
September, 1881,	1,606 08
October, 1881,	1,741 97
November, 1881,	1,794 05
December, 1881,	1,789 15
Total,	\$20,216 54

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	\$31 53	. . . . .	. . . . .	. . . . .
February, 1881,	31 53	. . . . .	. . . . .	. . . . .
March, 1881,	31 53	. . . . .	. . . . .	. . . . .
April, 1881,	31 53	. . . . .	. . . . .	. . . . .
May, 1881,	31 53	. . . . .	. . . . .	. . . . .
June, 1881,	31 53	. . . . .	. . . . .	. . . . .
July, 1881,	31 53	. . . . .	. . . . .	. . . . .
August, 1881,	31 53	. . . . .	. . . . .	. . . . .
September, 1881,	31 53	. . . . .	. . . . .	. . . . .
October, 1881,	31 53	. . . . .	. . . . .	. . . . .
November, 1881,	31 53	. . . . .	. . . . .	. . . . .
December, 1881,	31 51	. . . . .	. . . . .	. . . . .
Total,	\$378 84	. . . . .	. . . . .	. . . . .

Total passenger earnings for the year,	\$6,728 93
Total freight earnings for the year,	20,216 54
Total earnings from all other sources,	378 84
Total earnings for the year 1881,	\$27,323 81

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$3,010 72
New iron rails,	49 55
Repairs of bridges,	144 37
Repairs of buildings and fixtures,	461 49
Total for maintenance of way,	\$3,666 13
Cost per mile of road kept in repair,	\$476 12
Proportion for Pennsylvania,	476 12

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$746	65
Repairs of machinery,	22	99
All other expenses for maintenance of motive power and cars,	\$535	20
Total for maintenance of motive power and cars,	\$1,304	84
Cost per mile of road operated,	\$169	46
Proportion for Pennsylvania,	169	46

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$988	24
Salaries, wages, and incidentals chargeable to freight department,	3,268	78
Wages of switchmen, signalmen, gatekeepers, and watchmen,	20	37
Fuel—coal,	1,116	62
Oil and waste,	86	95
Taxes,	18	99
Insurance,	19	80
Telegraph expenses,	208	59
Amount paid other corporations or individuals for use of all other cars,	568	12
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .	1,445	46
Total miscellaneous,	\$7,741	92
Amount per mile of road operated,	\$1,005	44
Proportion for Pennsylvania,	1,005	44
Total expenditures for operating the road,	12,712	89
Expenses per mile of road operated,	1,651	02
Expenses per train mile: Reported by Cumberland Valley railroad.		

EARNINGS.

Passenger transportation, local,	\$6,728	93
Freight transportation, local,	20,216	54
Mail service,	378	34
Total,	\$27,323	81
Operating Expenses.		
Maintenance of way and buildings,	\$3,666	13
Maintenance of motive power and cars,	1,304	84
Miscellaneous,	7,741	92
Total operating expenses, being 47 per cent. of earnings,	12,712	89
Net earnings,	\$14,610	92
Net earnings per mile of road operated,	\$1,897	53

The Dillsburg and Mechanicsburg railroad is leased to the Cumberland Valley Railroad Company, and is operated by it as a branch road. This lease bears date 22d February, 1873, and is for a term of ninety-nine years. By its provisions, the Dillsburg and Mechanicsburg Railroad Company is to receive the earnings of its road, after the payment of its expenses and interest on its bonds.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$378 34 according to contract.

STATE OF PENNSYLVANIA, {
County of Cumberland, { 88:

Personally appeared before me, Frederick Watts, president, and Edward M. Biddle, treasurer, of the Dillsburg and Mechanicsburg Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 31 December, A. D. 1881, according to the best of their knowledge and belief.

(Signed) FREDERICK WATTS, *President.*
E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this 25th day of February, A. D. 1882.
JAMES M. ALLEN, *Notary Public.*

REPORT

OF THE

Dunkirk, Allegheny Valley and Pittsburgh Railroad
Company, for the year ending September 30, 1881.

OFFICERS.

Names.	Residences.
Edwin D. Worcester, President,	Albany, N. Y.
D. W. Pardee, Secretary,	New York.
William M. Lester, Local Treasurer and Auditor,	Dunkirk, N. Y.
O. W. Johnson, General Solicitor,	Fredonia, N. Y.
Darwin Thayer, General Superintendent,	Dunkirk, N. Y.
General offices at Dunkirk, N. Y.	
Names of Directors.	Residences.
William H. Vanderbilt,	New York.
William K. Vanderbilt,	New York.
Augustus Schell,	New York.
Samuel F. Barger,	New York.
Joseph Marker,	New York.

Chauncy M. Depew,	New York.
Henry R. Pierson,	Albany, N. Y.
Edwin D. Worcester,	Albany, N. Y.
J. Condit Smith,	Buffalo, N. Y.
Rasselas Brown,	Warren, Pa.
Stephen M. Newton,	Dunkirk, N. Y.
David H. Mitchell,	Titusville, Pa.
One vacancy.	

CAPITAL STOCK.

Capital stock authorized by law,	\$1,300,000	00
Capital stock, amount subscribed,	1,300,000	00
Capital stock, total amount now paid in,	1,300,000	00
Capital stock, number of shares issued,	13,000	
Capital stock, amount paid in on each share issued,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
First mortgage bonds, (due June 1, 1890, bear interest at 7 per cent., which is payable June and December,) amount,	\$2,000,000	00
Second mortgage bonds, (due October 1, 1890, bear interest at — per cent., which is payable April and October,) amount,	1,000,000	00
Third mortgage bonds, (due October 1, 1890, bear interest at — per cent., which is payable April and October,) amount,	200,000	00
Total amount now of funded debt,	\$3,200,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$180,495	45
Debt incurred for any other purpose, and for what,	72,662	67
The amount now of floating debt,	253,158	12
Total amount now of floating and funded debt,	\$3,453,158	12
Funded debt, as per last report,	\$3,200,000	00
Floating debt, as per last report,	266,703	77
Total cash realized from capital stock and debt,	\$4,753,158	12

COST.

Total cost of entire road to date,	\$4,553,819	04
Average of same per mile of road laid,	\$50,282	90
Proportion of same for Pennsylvania,	2,427,698	07
Total cost of entire equipment,	\$462,725	00
Average cost of equipment per mile of road operated by company,	2,900	00
Proportion of same to Pennsylvania,	140,070	00
Cost of road and equipment per mile,	53,162	90
Proportion of same for Pennsylvania,	2,567,768	07

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Dunkirk, N. Y., to Oil City, Pa., . .	106.5	64.2
Length of single main track,	90.6	48.3
Aggregate length of main line and branches laid,	90.6	48.3
Aggregate length of sidings and other track not above enumerated,	11.9	8.4
Aggregate length of main line, branches, leased roads, sidings, and other track,	102.5	51.7

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, miles of track, 46.9
Miles of steel rail in use, 55.6
Weight of rail per yard, { Iron, 56 and 60 lbs.
 { Steel, 56 and 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 36
Wooden bridges, number of, 18; aggregate length, 1,438 feet.
Stone bridges, number of, 1; aggregate length, 8 feet.
Iron bridges, number of, 9; aggregate length, 370 feet.
Wooden trestles, number of, 8; aggregate length, 3,489 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth? Philadelphia and Erie railroad, at Youngsville.

Stations.

Number of stations on main road, passenger and freight, joint, 21
Number of engine-houses and shops in Pennsylvania, 1; total number entire road, 2
Number of wood and water stations on main road, 12
Value of real estate held by the company, exclusive of roadway, \$50,000 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, 50,000 00
How is track laid and on what foundation? Oak ties and gravel ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	1	\$12,500	00
Number of locomotives of more than 30 tons weight,	11	12,500	00
Number of first-class passenger cars,	6	5,000	00
Number of second-class passenger cars,	2	3,000	00
Number of baggage, mail, and express cars,	2	2,500	00
Number of freight cars, { House cars, 38, {	88	500	00
{ Trucks, . . 55, }			
Number of hermaphrodite cars,	2	2,500	00
Number of pay cars,	1	2,000	00

What kind of train-brake is used on your road? Westinghouse air-brake on passenger trains; wheel and chain on freight trains.

Average number of cars in passenger trains, including baggage cars, 3

Average number of cars in freight trains, 25

Average weight of passenger trains, including locomotive and tender, in working order, 65 tons.

Average weight of freight trains, including locomotive and tender, in working order, 240 tons.

Employees.

Average number of persons regularly employed by company, including officials, 312

Same in Pennsylvania, 190

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 123,748

Number of miles run by freight trains, 201,205

Number of through passengers for the year on main road, 20,143

Number of passengers (all classes) carried in cars, 132,166

Number of passengers carried one mile, 2,923,870

Number of passengers carried one mile in Pennsylvania, 1,273,859

Number of tons of 2,000 pounds of through freight for the year on main road, 185,838

Number of tons of freight carried one mile, 14,594,891

Number of tons of freight carried one mile in Pennsylvania, 6,268,092

Gross amount of tonnage for the year, (2,000 pounds per ton,) 245,063

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 20

Average rate of speed adopted by express trains, including stops, (miles per hour,) 20

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 10

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1880,	11,725	April, 1881,	11,653
November, 1880,	10,116	May, 1881,	10,091
December, 1880,	8,726	June, 1881,	10,842
January, 1881,	8,308	July, 1881,	12,299
February, 1881,	9,562	August, 1881,	15,099
March, 1881,	11,952	September, 1881,	11,793

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	17,446	Stone and lime,	891
Bituminous coal,	17,386	Agricultural products,	10,901
Petroleum and other oils,	132,431	Merchandise and manufactures,	12,726
Pig iron,	52	Live stock,	880
Railroad iron,	122	Lumber,	26,854
Other iron or castings,	2,285	Other articles,	22,937
Iron and other ores,	152		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	1.95 cents.
For first-class way passengers,	3 cents.
For second-class through passengers,	1.95 cents.
For second-class way passengers,	3 cents.

Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile,	.5 cents.
For through coal, per ton per mile,	$\frac{3}{4}$ cents.
For local freight, per ton per mile,	$2\frac{1}{4}$ cents.
For local coal, per ton per mile,	1 cent.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1880,	\$1,801	84	\$4,754	16	\$6,556	00
November, 1880,	1,351	45	4,027	96	5,379	41
December, 1880,	1,212	75	3,825	47	5,038	22
January, 1881,	1,017	32	3,785	71	4,753	03
February, 1881,	1,765	59	3,933	86	5,699	45
March, 1881,	1,720	41	5,024	12	6,744	53
April, 1881,	1,596	75	4,692	78	6,289	53
May, 1881,	1,412	43	4,195	02	5,607	45
June, 1881,	1,548	42	4,739	47	6,287	89
July, 1881,	1,649	80	5,251	00	6,900	80
August, 1881,	1,951	61	6,974	97	8,926	58
September, 1881,	1,622	86	5,331	01	6,953	87
Total,	\$18,651	23	\$56,485	53	\$75,136	76

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1880,	\$8,194	85	\$5,561	48	\$13,756	33
November, 1880,	7,831	87	4,557	08	12,388	95
December, 1880,	8,738	87	2,142	72	10,881	09
January, 1881,	6,389	69	1,421	82	7,811	51
February, 1881,	6,921	83	1,880	43	8,801	76
March, 1881,	6,889	42	5,356	04	12,245	46
April, 1881,	6,791	73	2,335	03	9,176	76
May, 1881,	6,934	57	3,609	94	10,544	51
June, 1881,	7,252	57	4,812	08	12,064	65
July, 1881,	6,680	50	3,803	77	10,484	27
August, 1881,	7,702	54	4,591	49	12,294	03
September, 1881,	7,853	77	5,483	91	13,337	68
Total,	\$88,181	21	\$45,605	79	\$133,787	00

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1880,	\$370	22	\$287	70	\$6,326	57	\$6,984	49
November, 1880,	370	22	220	78	4,722	62	5,313	62
December, 1880,	363	14	192	70	5,016	79	5,572	63
January, 1881,	370	22	168	12	4,298	59	4,836	93
February, 1881,	370	22	204	19	4,332	73	4,907	14
March, 1881,	370	23	235	51	5,441	18	6,046	92
April, 1881,	370	22	310	63	5,940	96	6,621	81
May, 1881,	370	22	264	32	19,181	25	20,025	79
June, 1881,	370	23	206	33	4,440	97	5,107	53
July, 1881,	370	22	338	29	4,694	76	5,203	37
August, 1881,	370	22	328	52	5,724	20	6,422	94
September, 1881,	370	23	387	88	4,493	00	5,251	11
Total,	\$4,435	59	\$3,234	97	\$74,613	62	\$82,284	18
Total passenger earnings for the year,							\$75,136	76
Total freight earnings for the year,							133,787	00
Total earnings from all other sources,							82,284	18
Total earnings for the year,							\$291,207	94
Total receipts from all sources on whole length of line,							\$291,207	94
Proportion of earnings in Pennsylvania to earnings of whole line,							155,246	34

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$505	04
Total,	\$505	04

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$67,211	12
New steel rails, number of tons, 600,	36,990	83
Repairs of bridges,	4,829	35
Repairs of buildings and fixtures,	324	18
Repairs of fences,	764	36
Total for maintenance of way,	\$110,119	84
Cost per mile of road kept in repair,	\$1,215	45
Proportion for Pennsylvania,	58,706	23

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$15,930	59
Repairs of machinery,	111	18
Repairs of passenger, baggage, and mail cars,	8,228	27
Repairs of freight cars,	9,831	45
All other expenses for maintenance of motive power and cars,	1,975	32
Total for maintenance of motive power and cars,	\$35,576	81
Cost per mile of road operated,	\$392	68
Proportion for Pennsylvania,	18,976	44

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$19,318	03
Salaries, wages, and incidentals chargeable to freight department,	49,903	19
Wages of switchmen, signalmen, gatekeepers, and watchmen,	3,043	04
Fuel—number of cords of wood, 1,450; cost, }	5,845	28
Fuel—number of tons of coal, 10,050; cost, }	20,100	00
Oil and waste,	8,077	00
Damages for injuries to persons,	62	43
Damage for cattle killed or injured,	562	17
Damage for loss of goods and baggage,	970	42
Taxes,	12,692	25
Telegraph expenses,	743	19
Amount paid other corporations or individuals for use of all other cars,	11,793	38
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	12,598	86
Total miscellaneous,	\$140,209	22
Amount per mile of road operated,	\$1,547	56
Proportion for Pennsylvania,	73,747	48
Total expenditures for operating the road,	285,905	87
Expenses per mile of road operated,	3,155	69
Expenses per train mile,		85½
Proportion for Pennsylvania,	158,122	06

EARNINGS.

Passenger transportation, local,	\$56,485 53	} Total,	\$75,136 76
Passenger transportation, through,	18,651 23		
Freight transportation, local,	\$45,605 79	} Total,	133,787 00
Freight transportation, through,	88,181 21		
Mail service,			4,435 59
Express service,			3,234 97
Rents, track,			36,810 50
All other sources of income,			37,803 12
Total,			\$291,207 94
Operating Expenses.			
Maintenance of way and buildings,	\$110,119 84		
Maintenance of motive power and cars,	35,576 81		
Miscellaneous,	140,209 22		
Total operating expenses, being 98 per cent. of earnings,			285,905 87
Net earnings,			\$5,402 07
Earnings per mile of road operated,			\$3,214 21
Expenses per mile of road operated,			3,154 59
Net earnings,			\$59 63

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? American, who pay a stated sum per diem, and different rates on excess according to distance.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Four thousand four hundred and forty-two dollars and sixty-eight cents per annum. One mail each way daily.

STOCK AND DIVIDENDS.

The road of this company is leased to the New York Central and Hudson River Railroad Company. Separate accounts have, however, been kept, and from them this report is made. The interest on the company's funded debt was paid by lessee, as rent under its lease.

Balance for the year or surplus,	\$8,402 07
Surplus at commencement of the year,	67,073 45
Total surplus,	75,475 52
Surplus invested as follows:	
Cash and loans,	\$862 37
Balance of accounts due company,	3,053 08
Material, fuel, and stores,	8,173 28
Other items, construction account,	63,386 79

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	1	1	1
Others,	1	. . . . .	1	. . . . .
Total,	2	1	2	1

Statement of each Accident.

December 1, 1880. J. W. Stanton, walking on track, was struck by locomotive and killed.

August 8, 1881. Thomas Higgins, night switchman, attempting to get on moving train, slipped under wheels and was killed.

September 24, 1881. Thomas Burk, switchman, while coupling cars had his hand crushed.

STATE OF NEW YORK,)
County of New York,) ss:

Personally appeared before me, Edwin D. Worcester, president of the Dunkirk, Allegheny Valley and Pittsburgh Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1881, according to the best of his knowledge and belief.

(Signed) E. D. WORCESTER, *President.*

Sworn and subscribed before me, this 13th day of December, A. D. 1881

DWIGHT W. PARDEE,
Commissioner for Pennsylvania residing in New York.

REPORT
OF THE
East Brandywine and Waynesburg Railroad Company,
for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John Cornog, President,	Wallace, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.
General offices at No. 233 South Fourth Street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
J. N. DuBarry,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
William Morton,	Honeybrook, Pa.
T. M. Storb,	New Holland, Pa.
B. F. Kinzer,	New Holland, Pa.
James McClure,	Milford Mills, Pa.
Amos Diller,	New Holland, Pa.
John Cornog,	Wallace, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	155,450	00
Capital stock, amount subscribed,	155,450	00
Capital stock, total amount now paid in,	155,450	00
Capital stock, number of shares issued, 3,109		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds. (due July 1, 1885, bear interest at 7 per cent., which is payable July 1 and January 1,) amount,	\$140,000	00
Extension mortgage bonds, (due January 1, 1898, bear interest at 7 per cent., which is payable January 1 and July 1,) amount,	200,000	00
Mortgage bonds, (due January 1, 1873, bear interest at 8 per cent., which is payable ———,) amount,	35,000	00
Total amount now of funded debt,	\$375,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Interest on funded debt,	\$181,991	06
The amount now of floating debt,	181,991	06
Total amount now of floating and funded debt,	\$556,991	06
Funded debt as per last report,	\$375,000	00
Floating debt as per last report,	159,468	56
Total cash realized from capital stock and debt,	\$530,450	00

COST.

Total cost of entire road to date, \$537,464 57

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Downingtown to New Holland, . . .	28.11	28.11
Length of single main track,	28.11	28.11
Aggregate length of main line and branches,	28.11	28.11
Aggregate length of sidings and other track not above enumerated,	1.33	1.33
Aggregate length of main line, branches, leased roads, sidings, and other track,	29.44	29.44

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail track in use, 23.21

Miles of steel rail track in use, 6.23

Weight of rail per yard, { Iron, 45 to 67 lbs.

Steel, 56 and 67 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 25

Wooden bridges, number of, 25 ; aggregate length, 975 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Wilmington and Northern railroad, at Waynesburg Junction.

Stations.

Number of stations on main road: Passenger, 21; freight,	
18; total,	21
Number of engine-houses and shops in Pennsylvania, 1;	
total number entire road,	1
Number of wood and water stations on main road, . . .	2

How is track laid, and on what foundation? White oak cross-ties on gravel ballast.

The East Brandywine and Waynesburg railroad is leased to the Pennsylvania Railroad Company for the term of ninety-nine years, from and after the 1st day of November, 1876, to whom you are referred for information relative to the operations of the line.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 3,109 shares,	
at \$50,	<u>\$155,450 00</u>

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, John Cornog, president, and James R. McClure, treasurer, of the East Brandywine and Waynesburg Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true* and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) JOHN CORNOG, *President.*
JAMES R. MCCLURE, *Treasurer.*

Sworn and subscribed before me this 7th day of February, A. D. 1882.
JOHN C. SIMS, Jr., *Notary Public*

* Much of the information called for by the foregoing blanks being required of the lessee company, the word "full," in the above affidavit, is stricken out.

REPORT

OF THE

East Broad Top Railroad and Coal Company, for the
year ending November 30, 1881.

OFFICERS.

Names.	Residences.
William A. Ingham, President,	Philadelphia.
Edward Roberts, junior, Vice President,	Philadelphia.
W. B. Jacobs, Secretary and Treasurer,	Philadelphia.
A. W. Sims, Chief Engineer, General Manager, and General Superintendent,	Orbisonia.

General offices at 320 Walnut street, Philadelphia, Pa.

Names of Directors.	Residences.
Ario Pardee,	Hazleton, Pa.
George B. Markle,	Philadelphia.
Edward Roberts, junior,	Philadelphia.
Edward R. Wood,	Philadelphia.
Percival Roberts,	Philadelphia.
Charles Hacker,	Philadelphia.
Franklin A. Comly,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	568,400	00
Capital stock, total amount now paid in,	549,248	00
Capital stock, number of shares issued,	11,368	
Capital stock, amount paid in on each share, { on 10,000 shares,	50	00
{ on 1,368 shares,	36	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1903, bear interest at 7 per cent., cent., which is payable semi-annually,) amount,	\$500,000	00
Interest scrip, (due on and after April 1, 1882, bear interest at 6 per cent., which is payable annually,) amount,	171,465	00
Total amount now of funded debt,	\$671,465	00
Funded debt as per last report,	\$636,815	00
Total cash realized from capital stock and debt,	\$1,002,548	00

COST.

Total cost of entire road to date,	\$914,142	82
Average of same per mile of road laid, (36.17 miles,)	\$25,273	51
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	\$163,779	25
Average cost of equipment per mile of road operated by company,	4,528	04
Proportion of same to Pennsylvania, All.		
Cost of road and equipment per mile,	29,801	55
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mt. Union to Robertsdale,	30	30
Length of single main track,	30	30
Aggregate length of main line and branches,	30	30
Aggregate length of sidings and other track not above enumerated,	6.17	6.17
Length of track laid, if not completed,	36.17	36.17

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 36.17
Weight of rail per yard, iron, 40, 45, & 50 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 21
Wooden bridges, number of, 18; aggregate length, 1,392 feet.
Wooden trestles, number of, 3; aggregate length, 1,000 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road · Passenger and freight, 9
Number of engine-houses and shops in Pennsylvania, 6;
total number entire road, 6
Number of wood and water stations on main road, 6
Value of real estate held by the company, exclusive of road-way, \$10,717 75

Value of real estate held by the company, exclusive of road-way, in Pennsylvania, \$10,717 75

Number of tunnels, 2; aggregate length, 1,980 feet.

How is track laid, and on what foundation? Oak cross-ties, broken stone and cinder ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	1	\$8,450	00
Number of locomotives of more than 20 tons weight,	4	9,650	00
Number of locomotives of more than 10 tons weight,	2	9,000	00
Number of first-class passenger cars,	2	8,100	00
Number of baggage, mail, and express cars,	2	1,555	00
Number of freight cars: House cars, 13; trucks, 86, total,	49	427	00
Number of coal, ore, and stone cars,	159	842	00
Number of cinder cars,	10	217	00
Number of caboose cars,	8	250	00

What kind of train-brake is in use on your road? Common hand-brake.

Average number of cars in passenger trains, including baggage cars, 2

Average number of cars in freight trains, 18

Average weight of passenger trains, including locomotive and tender, in working order, 42 tons.

Average weight of freight trains, including locomotive and tender, in working order, 140 tons.

Employees.

Average number of persons regularly employed by company, including officials, about, 135

Same in Pennsylvania, about, 135

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 27,142

Number of miles run by freight and coal trains, 62,582

Number of through passengers for the year on main road, 511

Number of passengers (all classes) carried in cars, 33,950

Number of passengers carried one mile, 353,336

Number of passengers carried one mile in Pennsylvania, 353,336

Number of tons of 2,000 pounds of through freight for the year on main road, 92,529 ⁴⁴/₁₀₀

Number of tons of freight carried one mile, 4,527,355 ¹¹⁸²/₁₀₀₀

Number of tons of freight carried one mile in Pennsylvania, 4,527,355 ¹¹⁸²/₁₀₀₀

Gross amount of tonnage for the year, (2,000 pounds per ton,) 209,818 ⁵³/₁₀₀

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 18

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 12

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1880,	2,450	June, 1881,	2,641
January, 1881,	2,043	July, 1881,	3,903
February, 1881,	1,785	August, 1881,	4,561
March, 1881,	2,515	September, 1881,	2,908
April, 1881,	2,928	October, 1881,	3,103
May, 1881,	2,388	November, 1881,	2,827

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	10,978 ¹ / ₈	Agricultural products,	397 ¹ / ₈
Bituminous coal,	143,449 ⁷ / ₈	Merchandise and manufactur-	
Petroleum and other oils,	107 ¹ / ₈	ers,	3,568 ¹ / ₈
Pig iron,	19,117 ¹ / ₈	Lumber,	6,061 ¹ / ₈
Iron and other ores,	25,219 ¹ / ₈	Other articles,	87 ¹ / ₈

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3 ¹ / ₂ cents.
For first-class way passengers,	3 ¹ / ₂ cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, in car loads, per ton per mile,	4 ¹ / ₂ cents.
For through coal, in car loads, per ton per mile,	2 ¹ / ₂ cents.
For local freight, in car loads, per ton per mile,	5 ¹ / ₂ cents.
For local coal, in car loads, per ton per mile,	3 cent.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
December, 1880,	\$814 91
January, 1881,	720 98
February, 1881,	567 30
March, 1881,	809 39
April, 1881,	1,036 54
May, 1881,	808 54
June, 1881,	901 98
July, 1881,	1,389 40
August, 1881,	1,984 29
September, 1881,	989 35
October, 1881,	1,101 42
November, 1881,	1,005 68
Total,	\$12,129 78

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December, 1880,			\$9,937 89
January, 1881,			9,437 84
February, 1881,			9,556 01
March, 1881,			9,862 14
April, 1881,			7,086 25
May, 1881,			8,840 49
June, 1881,			7,580 25
July, 1881,			8,057 32
August, 1881,			8,918 77
September, 1881,			9,471 71
October 1881,			10,584 89
November, 1881,			10,732 71
Total,			\$110,065 77

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1880,			\$396 15	\$396 15
January, 1881,			420 70	420 70
February, 1881,	\$308 28		429 14	737 42
March, 1881,			431 01	431 01
April, 1881,	303 28		370 58	678 86
May, 1881,			344 62	344 62
June, 1881,			330 43	330 43
July, 1881,	303 28		302 66	610 94
August, 1881,			327 58	327 58
September, 1881,			300 19	300 19
October, 1881,			305 46	305 46
November, 1881,	321 26		411 27	732 58
Total,	\$1,246 10		\$4,369 74	\$5,615 84

Total passenger earnings for the year,	\$12,129 78
Total freight earnings for the year,	110,065 77
Total earnings from all other sources,	5,615 84
Total earnings for the year,	\$127,811 39
Total receipts from all sources on whole length of line,	\$127,940 41
Proportion of earnings in Pennsylvania, to earnings of whole line, All.	

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New locomotives, number of, 1,	\$8,450 00
New machine shops, machinery, and tools,	6,137 17
Total,	\$14,587 17

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$12,452	44
New iron rails, number of tons, 271,412,	9,552	57
Repairs of bridges,	2,433	06
Repairs of buildings and fixtures,	652	23
All other expenses for maintenance of way,	2,118	65
Total for maintenance of way,	\$27,209	95
Cost per mile of road kept in repair, 36.17 miles,	\$752	25
Proportion for Pennsylvania, All.		

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$3,096	01
Repairs of machinery,	626	54
Repairs of passenger, baggage, and mail cars,	519	33
Repairs of freight cars,	8,042	99
All other expenses for maintenance of motive power and cars,	3,362	49
Total for maintenance of motive power and cars,	\$15,637	36
Cost per mile of road operated, 30 miles,	\$521	24
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$4,121	27
Salaries, wages, and incidentals chargeable to freight department,	22,624	51
Wages of switchmen, signalmen, gatekeepers, and watchmen,	2,852	34
Fuel—number cords of wood, 87; cost,	} 2,792	15
Fuel—number tons of coal, 2,571 $\frac{7}{10}$; cost,		
Oil and waste,	1,827	40
Damage for loss of goods and baggage,	3	33
Taxes,	3,691	06
Insurance,	238	29
Telegraph expenses,	46	59
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	3,726	13
Total miscellaneous,	\$41,923	07
Amount per mile of road operated, 30 miles,	\$1,397	43
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	84,769	38
Total charged to road and equipment,	14,587	17
Expenses per mile of road operated, 30 miles,	2,825	64
Expenses per mile of single track operated, not including sidings,	2,825	64
Expenses per train mile,		91.11
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local,	} Total, .	\$12,129	78
Passenger transportation, through,			
Freight transportation, local,	} Total, .	110,065	77
Freight transportation, through,			
Mail service,		1,246	10
Rents,		60	00
All other sources of income,		4,438	76
Total,		\$127,940	41
Operating Expenses.			
Maintenance of way and buildings,		\$27,208 95	
Maintenance of motive power and cars,		15,637 36	
Miscellaneous,		41,923 07	
Total operating expenses, being 66.25 per cent. of earnings, . . .		84,769	38
Net earnings,		\$43,171	03
Earnings per mile of road operated,		\$4,264	68
Expenses per mile of road operated,		2,825	64
Net earnings,		\$1,439	04

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? None.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Since July 1, 1881, at rate of \$1,285 06; previously, at rate of \$1,233 12.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding, \$568,400 00
Amount of stock issued as stock dividends, and dates of issue, None.
Rate and date of all cash dividends on stock of original and consolidated companies: None during the year.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	2	. . . . .	. . . . .	. . . . .	2
Others,
Total,	2	. . . . .	. . . . .	. . . . .	2

Statement of each Accident.

August 8, 1881. H. Copenhaver ; thumb mashed in coupling cars at Mt. Union.

November 25, 1881. Fisher Miller, brakeman ; leg crushed in coupling cars at Rockhill.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, William A. Ingham, president, and W. B. Jacobs, treasurer, of the East Broad Top Railroad and Coal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed) WILLIAM A. INGHAM, *President.*
WILLIAM BOYD JACOBS, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1882
WM. HENRY PATTERSON, *Notary Public.*

REPORT

OF THE

East Mahanoy Railroad Company, for the year ending
November 30, 1881.

OFFICERS.	
Names.	Residences.
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

Names of Directors.	Residences.
J. B. Lippincott,	Philadelphia.
I. V. Williamson,	Philadelphia.
F. B. Gowen,	Philadelphia.
Henry Lewis,	Philadelphia.
E. C. Knight,	Philadelphia.
Eckley B. Coxe,	Drifton, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	892,550	00
Capital stock, total amount now paid in,	392,550	00
Capital stock, number of shares issued,	7,851	
Capital stock, amount paid in on each share issued,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$392,550	00
Average of same per mile of road laid, 10.73 miles,	\$36,584	34
Average of same per mile of track, 15.31 miles,	25,640	10

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from East Mahanoy junction to Waste House Run,	7.54	
Length of single main track,	7.54	
Branches.		
Morris Colliery branch, length of branch, . . . . .	.83	
North Star Colliery branch, length of branch,	1.48	
North Mahanoy Colliery branch, length of branch, . . . . .	.16	
East Mahanoy Colliery branch, length of branch, . . . . .	.92	
Hillside Colliery branch, length of branch, . . . . .	.80	
Aggregate length of main line and branches,	10.73	
Aggregate length of sidings and other track not above enumerated,	4.58	
Aggregate length of main line, branches, leased roads, sidings, and other track,	15.31	

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, miles of track, 15.31
Weight of rail per yard, iron, 64 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 9
Wooden bridges, number of, 3; aggregate length, 92 feet.
Iron bridges, number of, 6; aggregate length, 191 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Mahanoy and Shamokin branch of Philadelphia and Reading railroad, at Mahanoy City.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 3; freight, 1; total, 4
Number of wood and water stations on main road, 2
Value of real estate held by the company, exclusive of roadway, \$600 00
Number of tunnels, 1; aggregate length, 3,411 feet.
How is track laid, and on what foundation? On cross-ties, coal dirt ballast.

Receipts.			
Lease and contract account,	\$25,553 00		
Rents,	30 00	\$25,583	00
Payments.			
Contingent account,	\$542 18		
State taxes,	1,177 65		
Dividends,	23,553 00		
Profit and loss,	810 17	\$25,583	00

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$392,550

Rate and date of all cash dividends on stock of original and consolidated companies :

January, 15, 1881, 3 per cent.

July, 15, 1881, 3 per cent.

Number and per cent. of dividends: Two dividends three per cent. each.		
Amount paid in dividends,	\$23,553	00

All returns not here given will be included in the report of the Philadelphia and Reading Railroad Company, sub-lessees.

Leased to the Little Schuylkill Navigation Railroad and Coal Company, January 12, 1863, for ninety-nine years.

Sub-leased to Philadelphia and Reading Railroad Company, July 7, 1868, for balance of term.

Terms of Lease.—Lessees to pay all expenses of operating, and to our company, annually, as rental, a sum equal to six per cent. upon the capital stock, and an additional sum not exceeding \$2,000 for State taxes and sundry expenses.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, G. A. Nicolls, president, and John Welch, treasurer, of the East Mahanoy Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed) G. A. NICOLLS, *President.*
JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1882.
J. Y. HUMPHREY, *Notary Public.*

R E P O R T
OF THE
*East Pennsylvania Railroad Company, for the year
ending November 30, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.

General offices at 227 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
F. B. Gowen,	Philadelphia.
I. V. Williamson,	Philadelphia.
Thomas Hart, junior,	Philadelphia.
Beauve u Borie,	Philadelphia.
Hiester Clymer,	Reading.
George D Stitzel,	Reading.
J. L. Stichter,	Reading.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$1,709,550	00
Capital stock, amount subscribed,		1,701,550	00
Capital stock, total amount now paid in,		1,709,550	00
Capital stock, number of shares issued,	34,191		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due March 1, 1888, bear interest at 7 per cent., which is payable March and September,) amount,		\$495,900	00
Funded debt as per last report,	\$495,900 00		

COST.

Total cost of entire road to date,	\$1,834,683	79
Average of same per mile of road laid, 36 miles,	\$52,352	33
Average of same per mile of track laid, 71.1 miles,	25,507	51

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Reading to Allentown,	86	
Length of single main track,	17.7	
Length of double main track,	18.3	
Aggregate length of main line and branches,	54.8	
Aggregate length of sidings and other track not above enumerated,	16.8	
Aggregate length of main line, branches, leased roads, sidings, and other track,	71.1	

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, miles of track, 71.1
Miles of steel rail in use, None.
Weight of rail per yard, iron, 64 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 43
Wooden bridges, number of, 23; aggregate length, . . . 388½ feet.
Stone bridges, number of, 7; aggregate length, 305 feet.
Iron bridges, number of, 10; aggregate length, 202¾ feet.
Wooden trestles, number of, 3; aggregate length, 165 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
What railroads cross your road, either over or under your grade, in this Commonwealth? Catasauqua and Fogelsville railroad, at Alburtis.

Stations.

Number of stations on main road: Passenger and freight, 12
Number of engine-houses and shops in Pennsylvania: Three engine-houses, 1 shop.
Number of wood and water stations on main road, . . . 5
How is track laid, and on what foundation? Cross-ties, broken stone and cinder ballast.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . \$1,709,550 00
All returns not here given will be included in the report made by the Philadelphia and Reading Railroad Company, lessees.
Date of lease, May 19, 1869, for nine hundred and ninety-nine years.

Terms of Lease.—Lessees to pay all expenses of operating, the interest on the bonds, and a dividend of six per cent. per annum to the stockholders.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, G. A. Nicolls, president, and John Welch, treasurer, of the East Pennsylvania Railroad Company, who, being duly sworn, did depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed) G. A. NICOLLS, *President.*
JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1882.
J. Y. HUMPHREY, *Notary Public.*

REPORT
OF THE
*Ebensburg and Cresson Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. A. Barker, President,	Ebensburg.
Abel Lloyd, Secretary,	Ebensburg.
F. H. Barker, Treasurer,	Ebensburg.
John Scott, General Solicitor,	Ebensburg.
General offices at Ebensburg, Pa.	
<i>Names of Directors.</i>	<i>Residences.</i>
Wistar Morris,	Philadelphia.
Josiah Bacon,	Philadelphia.
N. P. Shortridge,	Philadelphia.
S. Kneass,	Philadelphia.
T. T. Firth,	Philadelphia.
George Huntley,	Ebensburg.
Thomas Davis,	Ebensburg.
Edward Roberts,	Ebensburg.
Thomas Griffith,	Ebensburg.
Richard Jones,	Ebensburg.
F. H. Barker,	Ebensburg.
Abel Lloyd,	Ebensburg.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	42,000	00
Capital stock, total amount now paid in,	42,000	00
Capital stock, number of shares issued,	840	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1881, bear interest at 6 per cent.,) amount,	\$80,000	00
Total amount now of funded debt,	\$80,000	00
Floating Debt.		
Funded debt as per last report,	\$80,000	00

COST.

Total cost of entire road to date, \$122,000 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Ebensburg to Cresson,	11	11
Length of single main track,	11	11

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use,	9
Miles of steel rail in use,	2
Weight of rail per yard, { Iron,	45
Steel,	56

Bridges and Trestles.

Wooden bridges, number of, 1 ; aggregate length. 40 feet.

Stations.

Number of stations on main road, passenger and freight,	8.
Number of engine-houses and shops in Pennsylvania, 1 ;	
total number entire road,	1
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of road-	
way, in Pennsylvania,	\$400 00

How is track laid, and on what foundation? On oak ties, partly stone and gravel ballast.

This road is leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine years, therefore we are unable to make full or detailed report. Copy of lease has been in former reports.

STATE OF PENNSYLVANIA, }
County of Cambria, } ss:

Personally appeared before me, A. A. Barker, president, and F. H. Barker, treasurer, of the Ebensburg and Cresson Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)A. A. BARKER, *President.*
F. H. BARKER, *Treasurer.*

Affirmed and subscribed before me, this 9th day of January, A. D. 1882.
RICH'D JONES, Jr., *Justice of the Peace.*

REPORT

OF THE

Edgewood Railroad Company, for the year ending December 31, 1881.

OFFICERS.	
Names.	Residences.
W. H. Shoenberger, President,	—
Edward P. Loy, Secretary,	—
Thomas C. Dickson, Treasurer,	—
. General offices at 513 Liberty Street, Pittsburgh, Pa.	
Names of Directors.	Residences.
W. H. Shoenberger,	Cincinnati, Ohio.
Thomas C. Dickson,	Pittsburgh, Pa.
C. L. Fitzhugh,	Pittsburgh, Pa.
Robert Dickson,	Pittsburgh, Pa.
C. H. Armstrong,	Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$15,000	00
Capital stock authorized by votes of company,	15,000	00
Capital stock, amount subscribed,	15,000	00
Capital stock, total amount now paid in,	15,000	00
Capital stock, number of shares issued, 800		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$14,488 05	
Debt incurred for any other purpose, and for what : Incidental,	5,049 59	
The amount now of floating debt,	\$19,532	64
Total amount now of floating and funded debt,	\$19,532	64
Floating debt, as per last report,	\$19,532 64	
Total cash realized from capital stock and debt,	\$34,532	64

COST.

Total cost of entire road to date,	\$28,172	36
Average of same per mile of road laid,	\$28,172	36
Proportion of same for Pennsylvania,	28,172	36
Total cost of entire equipment,	\$2,000	00
Average cost of equipment per mile of road operated by company,	2,000	00
Proportion of same to Pennsylvania,	2,000	00
Cost of road and equipment per mile,	30,172	36
Proportion of same for Pennsylvania,	30,172	36

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Edgewood intersection to Hampton Coal Fields,	1	
Length of single main track,	1	

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 1.06

Weight of rail per yard, iron, 56 pounds.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, None.

Number of wood and water stations on main road, . . . 1

Value of real estate held by the company, exclusive of road-way, None owned.

How is track laid and on what foundation? Earth bed, slack, and cross-ties.

Equipment.

Number of locomotives of more than 20 tons weight, 1, \$2,000 00

What kind of train-brake is in use on your road? Ordinary brake.

Average number of cars in freight trains, 10 to 14

Average weight of freight trains, including locomotive and tender, in working order, 250 tons.

Employees.

Average number of persons regularly employed by company, including officials, None.

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by coal trains, No record.

Number of through passengers for the year on main road, None.

Number of passengers (all classes) carried in cars, . . . None.

Number of passengers carried one mile, None.

Number of passengers carried one mile in Pennsylvania, . None.

Number of tons of 2,000 pounds of freight for the year on main road, 85,650

Number of tons of freight carried one mile, 85,650

Number of tons of freight carried one mile in Pennsylvania, 85,650

Average rate of speed adopted by freight trains, including stops, (miles per hour,) no regular speed.

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal, 85,650

The road is practically no public road, a decree of the court having been rendered against it. We therefore have no earnings nor operating expenses to report, as the road being used exclusively as a coal road, all expenses of operating and maintenance of way are borne by the coal works using the road.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued :
None.
Amount of common stock now outstanding, \$15,000 00
Amount of stock issued as stock dividends, and dates of issue: None.
Rate and date of all cash dividends on stock of original and consolidated
companies : None.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :
Personally appeared before me, Edward P. Loy, secretary, and Thomas
C. Dickson, treasurer, of the Edgewood Railroad Company, who, being
duly sworn, do depose and say that they caused the foregoing statements
to be prepared by the proper officers and agents of this company, and
having carefully examined the same, declare them to be a true, full, and
correct statement of the condition and affairs of said company, for the
financial year ending December 31, A. D. 1881, according to the best of their
knowledge and belief.
(Signed) EDWARD P. LOY, *Secretary.*
THOMAS C. DICKSON, *Treasurer.*
Sworn and subscribed before me, this 17th day of January, A. D. 1882.
JOSEPH WHITE, *Notary Public.*

REPORT
OF THE
Elmira and Williamsport Railroad Company, for the
year ending December 31, 1881.

OFFICERS.

Names.	Residences.
Thomas Neilson, President,	Philadelphia.
Lewis P. Geiger, Secretary and Treasurer,	Philadelphia.
General offices at 308 Walnut street, Philadelphia, Pa.	
Names of Directors.	Residences.
Thomas Kimber,	Richmond Hill, N. Y.
William Read Fisher,	Philadelphia, Pa.
Lewis P. Geiger,	Philadelphia, Pa.
Thomas K. Longstreth,	Philadelphia, Pa.
Alexander Bacon,	Philadelphia, Pa.
William D. Neilson,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	1,000,000	00
Capital stock, total amount now paid in,	1,000,000	00
Capital stock, number of shares issued, 20,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1910, bear interest at 6 per cent., which is payable January 1 and July.) amount,	\$1,000,000	00
Five per cent. bonds, (due October 1, 1882, bear interest at 5 per cent., which is payable April 1 and October 1.) amount,	570,000	00
Mortgage on real estate, Elmira, N. Y., (bear interest at 7 per cent., which is payable February 1 and August 1,) amount,	50,000	00
Total amount now of funded debt,	\$1,620,000	00
Funded debt as per last report, \$1,620,000	00	
Total cash realized from capital stock and debt,	\$2,620,000	00

COST.

Total cost of entire road to date,	\$2,268,000	00
Average of same per mile of road laid,	\$29,439	37
Proportion of same for Pennsylvania,	2,066,925	08
Total cost of entire equipment,	\$352,000	00
Average cost of equipment per mile of road,	4,589	31
Proportion of same to Pennsylvania,	320,792	70
Cost of road and equipment per mile,	34,028	08
Proportion of same for Pennsylvania,	2,387,718	38

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Williamsport, Pa., to Elmira, N. Y., .	75.5	00
Length of single main track,	75.5	00

Gauge.

What is the guage of your lines? 4 feet 9 inches

The road is leased to the Northern Central Railway Company for nine hundred and ninety-nine years, from May 1, 1863.

Remt for the year 1881,		\$155,000	00
Payments.			
Interest,	\$92,000	00	
Dividends and taxes,	60,000	00	
Organization expenses,	8,000	00	
		155,000	00

The characteristics of the road, earnings, expenses, &c., will be embraced in the report furnished by the lessee.

STOCKS AND DIVIDENDS.

Amount of preferred stock,	\$500,000	00
Amount of common stock now outstanding,	500,000	00
	\$1,000,000	00

Rate and date of all cash dividends on stock of original and consolidated companies :

- January 1, 1881, 3½ per cent. on \$500,000 preferred stock.
 - July 1, 1881, 3½ per cent. on \$500,000 preferred stock.
 - May 1, 1881, 2½ per cent. on \$500,000 common stock.
 - November 1, 1881, 2½ per cent. on \$500,000 common stock.
- Amount paid in dividends, \$60,000 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Thomas Neilson, president, and Lewis P. Geiger, treasurer, of the Elmira and Williamsport Railroad Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) THOMAS NEILSON, President.
L. P. GEIGER, Treasurer.

Affirmed and subscribed before me, this 4th day of January, A. D. 1882.
J. R. FOULKE, Notary Public.

REPORT

OF THE

Elmira and Williamsport Railroad Company, Northern Central Railway Company, lessee, for the year ending December 31, 1881.

For Officers, Directors, Capital Stock, Debt, and Cost see report of president and treasurer of company.

CHARACTERISTICS OF ROAD.		
Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia and Erie junction, Williamsport, Pa., to New York, Lake Erie and Western junction, Elmira, N. Y.,	75.5	69
Length of single main track,	75.5	69
Aggregate length of main line and branches,	75.5	69
Aggregate length of sidings and other track not above enumerated,	19.47	19.47
Aggregate length of main line, branches, leased roads, sidings, and other track,	94.97	88.47

Gauge.

What is the gauge of your lines ? 4 feet 9 inches.

Track.

Miles of iron rail in use, 19.47

Miles of steel rail in use, 75.5

Weight of rail per yard, { Iron, 60 and 64 lbs.

{ Steel, 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 59

Wooden bridges, number of, 50 ; aggregate length, 4,696 feet.

Wooden trestles, number of, 9 ; aggregate length, 470 feet.

Stations.

Number of stations on main roads, passenger and freight, 20

Number of engine-houses and shops in Pennsylvania, 2 ;

total number entire road, 3

Number of wood and water stations on main road, . . . 7

Number of tunnels, None.

How is track laid, and on what foundation? T rails, oak and chestnut cross-ties; gravel and broken stone ballast.

Equipment.

Northern Central railway equipment.

What kind of train-brake is in use on your road? Westinghouse auto-matic.

Average number of cars in passenger trains, including baggage cars, 5

Average number of cars in freight trains, 22

Average weight of passenger trains, including locomotive and tender, in working order, 125 tons.

Average weight of freight trains, including locomotive and tender, in working order, 450 tons.

Employees.

Average number of persons regularly employed by company, including officials, 538

Same in Pennsylvania, 250

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 148,792

Number of miles run by freight and coal trains, 666,888

Number of through passengers for the year on main road, 36,348

Number of passengers (all classes) carried in cars, 182,027

Number of passengers carried one mile, 4,968,998

Number of passengers carried one mile in Pennsylvania, 4,466,106

Number of tons of 2,000 pounds of through freight for the year on main road, 1,029,398

Number of tons of freight carried one mile, 93,359,888

Number of tons of freight carried one mile in Pennsylvania, 85,322,236

Gross amount of tonnage for the year, (2,000 lbs. per ton,) 1,656,412

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 23

Average rate of speed adopted by express trains, including stops, (miles per hour,) 27

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	10,443	July, 1881,	17,568
February, 1881,	9,922	August, 1881,	19,514
March, 1881,	13,788	September, 1881,	22,054
April, 1881,	10,852	October, 1881,	19,287
May, 1881,	13,975	November, 1881,	14,372
June, 1881,	14,711	December, 1881,	16,091

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal, 1,133,753	Stone and lime,	8,168
Petroleum and other oils, 932	Agricultural products,	173,283
Pig iron, 7,694	Merchandise and manufactures,	149,148
Railroad iron, 42,496	Live stock,	10,396
Other iron or castings, 25,192	Lumber,	92,684
Iron and other ores, 11,822	Other articles,	1,970

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2.507 cents.
For first-class way passengers,	2.607 cents.

Rate per Ton (of 2,000 pounds) per Mile charged for Freight.

For through freight, per ton per mile, . . . . .	.725 cents.
For through coal, per ton per mile, . . . . .	.725 cents.
For local freight, per ton per mile, . . . . .	.725 cents.
For local coal, per ton per mile, . . . . .	.725 cents.

MONTHLY EARNINGS FOR THE YEAR.**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1881,			\$7,751 30
February, 1881,			7,328 67
March, 1881,			9,831 30
April, 1881,			9,837 43
May, 1881,			10,305 80
June, 1881,			12,156 08
July, 1881,			14,067 96
August, 1881,			16,214 23
September, 1881,			12,543 62
October, 1881,			9,285 05
November, 1881,			10,614 37
December, 1881,			
Total,			\$122,701 64

From Transportation of Freight.

MONTH.	Through.	Local.	Total.
January, 1881,			\$43,653 74
February, 1881,			44,776 26
March, 1881,			62,029 67
April, 1881,			60,923 80
May, 1881,			67,096 64
June, 1881,			56,071 47
July, 1881,			57,295 86
August, 1881,			59,705 76
September, 1881,			42,012 96
October, 1881,			64,550 61
November, 1881,			59,684 60
December, 1881,			57,082 26
Total,			\$576,871 81

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881, . .	\$641	79	\$337	80	\$1,171	07	\$2,150	16
February, 1881, .	614	85	322	18	247	72	1,184	70
March, 1881, . . .	641	80	440	89	398	46	1,481	15
April, 1881, . . .	614	85	572	82	542	96	1,730	63
May, 1881, . . .	614	85	773	80	393	99	1,782	14
June, 1881,	614	86	994	45	1,274	12	2,883	43
July, 1881, . . .	641	79	504	65	1,122	77	2,269	21
August, 1881, . .	614	85	575	02	629	38	1,819	25
September, 1881, .	614	86	689	49	258	94	1,563	29
October, 1881, . .	647	40	840	53	564	85	2,052	78
November, 1881, .	1,799	28	981	63	639	41	3,420	32
December, 1881, .	851	90	736	74	834	17	2,422	81
Total,	\$8,913	08	\$7,768	95	\$8,077	84	\$24,759	87

Total passenger earnings for the year,	\$129,561	84
Total freight earnings for the year,	676,871	84
Total earnings from other sources,	24,759	87
Total earnings for the year,	\$831,193	55
Total earnings from all sources on whole length of line,	\$831,193	55
Proportion of earnings in Pennsylvania to earnings of whole line,	759,633	84

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$50,703	77
New iron rails,	163	57
New steel rails,	15,076	05
Repairs of bridges,	23,691	95
Repairs of buildings and fixtures,	10,406	44
All other expenses for maintenance of way,	46,072	48
Total for maintenance of way,	\$146,118	76
Cost per mile of road kept in repair,	\$1,935	28
Proportion for Pennsylvania,	133,534	48

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$68,984	85
Repairs of tools and machinery,	3,317	54
Repairs of passenger, baggage, and mail cars,	79	26
Repairs of freight cars,	6,929	90
All other expenses for maintenance of motive power and cars,	67,780	50
Total for maintenance of motive power and cars,	\$147,042	05
Cost per mile of road operated,	\$1,947	58
Proportion for Pennsylvania,	134,382	80

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$21,261	92
Salaries, wages, and incidentals chargeable to freight department, . .	81,427	77
Wages of switchmen, signalmen, gatekeepers, and watchmen, . . .	13,550	55
Fuel—wood,	1,939	21
Fuel—coal,	51,330	18
Oil, waste, and tallow,	6,808	06
Damages for injuries to persons,	4,875	00
Damage for loss of goods and baggage,	393	21
Taxes,	9,133	49
Insurance,	314	52
Telegraph expenses,	8,761	84
Amount paid other corporations or individuals for use of all other cars,	70,165	44
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	14,669	08
Total miscellaneous,	\$284,630	87
Amount per mile of road operated,	\$3,769	94
Proportion for Pennsylvania,	280,126	22
Total expenditures for operating the road,	577,786	68
Expenses per mile of road operated,	7,652	80
Proportion for Pennsylvania,	528,043	46

EARNINGS.

Passenger transportation, local,	} Total,	\$129,561	84
Passenger transportation, through,			
Freight transportation, local,	} Total,	676,871	84
Freight transportation, through,			
Mail service,		8,913	08
Express service,		7,768	95
Rents and miscellaneous receipts,		8,077	84
Total,		\$831,193	55
Operating Expenses.			
Maintenance of way and buildings,	\$146,113	76	
Maintenance of motive power and cars,	147,042	05	
Miscellaneous,	284,630	87	
Total operating expenses, being 69 ⁵¹ / ₁₀₀ per cent. of earnings, . .		577,786	68
Net earnings,		\$253,406	87
Earnings per mile of road operated,		\$11,009	19
Expenses per mile of road operated,		7,652	80
Net earnings,		\$3,356	39

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Central Express Company at a fixed percentage of gross receipts.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman Palace Car Company. parlor and sleeping cars.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation, \$93 19½ per mile, for first six months of the year, and \$128 25 per mile, for second six months of the year, dependent on amount of service performed. No contract made with post office department.

STOCK AND DIVIDENDS.

See report of president and treasurer of company.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	. . . . .	. . . . .	1	. . . . .	1
Employés,	1	2	. . . . .	2	1	4
Others, . . . . .	. . . . .	. . . . .	. . . . .	2	. . . . .	2
Total,	1	2	. . . . .	5	1	7

Statement of each Accident.

- February 9, 1881. Henry Steer, fireman, hip dislocated, coupling cars at Ralston.
- February 25, 1881. Samuel Eason, brakeman, one finger amputated, coupling cars at Williamsport.
- March 5, 1881. H. J. Keys, brakeman, knocked off engine at Cogan; not seriously injured.
- April 19, 1881. William Kennard, brakeman, foot injured while coupling cars, and right arm injured.
- June 11, 1881. R. O. Donnell, brakeman; somewhat bruised. J. P. Ostrand, fireman, ankle sprained, jumping from engine which had been thrown from track at Canton.
- June 23, 1881. William Taynton, engineer, killed at Gilletts, by his engine running in on misplaced swith and colliding with another engine.
- July 19, 1881. S. H. Blake, brakeman, left arm pinched at elbow, coupling cars at Dunnings.
- September 10, 1881. William F. Geary, brakeman, two fingers right hand injured, coupling cars at bridge No. 7.
- November 17, 1881. Jacob Case, farmer, sixty-six years, crossing track at Troy, struck by train and slightly bruised.
- November 18, 1881. Nathan Waldron, laborer, jumped off train and had head badly injured; died same day.
- November 23, 1881. Albert Rockwell, in attempting to cross track, team frightened, throwing him out and scratching his face, at Canton.

December 3, 1881. Samuel Wollett, brakeman, two fingers off right hand and other fingers injured, coupling cars at Carpenters.

December 18, 1881. J. L. Trout, brakeman, right lung injured, making coupling.

STATE OF PENNSYLVANIA, }
 County of Philadelphia, } ss:

Personally appeared before me, G. B. Roberts, president of the Northern Central Railway Company, lessee of the Elmira and Williamsport Railroad Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*

Sworn and subscribed before me, this 4th day of February, A. D. 1882.

JNO. C. SIMS, Jr., *Notary Public.*

STATE OF MARYLAND, }
 City of Baltimore, } ss:

Personally appeared before me, J. S. Leib, treasurer of the Northern Central Railway Company, lessee of the Elmira and Williamsport Railroad Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this 3d day of February, A. D. 1882.

THOS. KELL BRADFORD, *Notary Public.*

REPORT

OF THE

*Emlenton, Shippenville and Clarion Railway Company,
for the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. M. Fox, President,	Foxburg, Pa.
J. M. Dickey, Vice President,	Franklin, Pa.
Dawes E. Furness, Secretary and Treasurer,	Foxburg, Pa.
C. W. Mackey, General Solicitor,	Franklin, Pa.
M. Mandeville, General Superintendent,	Foxburg, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
J. M. Fox,	Foxburg, Pa.
J. M. Dickey,	Franklin, Pa.
C. W. Mackey,	Franklin, Pa.
G. W. Arnold,	Clarion, Pa.
A. W. Smiley,	Foxburg, Pa.
Samuel Tippery,	Foxburg, Pa.
P. F. Kribba,	Edenburg, Pa.
J. B. Blakslee,	St. Petersburg, Pa.
M. Mandeville,	Foxburg, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock, total amount now paid in,	150,000	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1887, bear interest at 7 per cent., which is payable May 1 and November 1, semi-annually,) amount,	\$150,000	00
Total amount now of funded debt,	\$150,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$8,046 16		
The amount now of floating debt,	6,046	16
Total amount now of floating and funded debt,	\$156,046	16
Funded debt as per last report, \$150,000 00		
Floating debt, as per last report, 9,225 42		
Total cash realized from capital stock and debt,	\$300,000	00

COST.

Total cost of entire road to date,	\$313,667	20
Average of same per mile of road laid,	\$10,455	59
Proportion of same for Pennsylvania,	10,455	59
Total cost of entire equipment,	\$78,727	68
Average cost of equipment per mile of road operated by company,	2,457	57
Proportion of same to Pennsylvania,	2,457	57
Cost of road and equipment per mile,	12,913	16
Proportion of same for Pennsylvania,	12,913	16

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Emlenton to Clarion,	29.7	29.7
Length of single main track,	29.7	29.7
Aggregate length of main line and branches,	29.7	29.7
Aggregate length of sidings and other track not above enumerated,	2.4	2.4
Aggregate length of main line, branches, leased roads, sidings, and other track,	32.1	32.1

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 64.2
Weight of rail per yard, iron, 35 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 50
Wooden bridges, number of, 1 ; aggregate length, 220 feet.
Wooden trestles, number of, 49 ; aggregate length, 9,790 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road : Passenger, 20 ; freight, 20, 20
Number of engine-houses and shops in Pennsylvania, 2
Number of wood and water stations on main road, 6
Value of real estate held by the company, exclusive of roadway, \$606 00

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$606 00

Number of tunnels, None.

How is track laid, and on what foundation? Oak ties, splice-bar joints, and broken stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight, . . .	4	\$6,877	80
Number of first-class passenger cars,	2	1,025	00
Number of freight cars, { House cars, . 20 {	70	298	38
Trucks, . . . 50 }			
Number of caboose cars,	2	300	00

What kind of train-brake is in use on your road? Eames' vacuum-brake on passenger trains; ordinary hand-brake on freight trains.

Average number of cars in passenger trains, including baggage cars, 4

Average number of cars in freight trains, 4

Average weight of passenger trains, including locomotive and tender, in working order, Cannot say.

Average weight of freight trains, including locomotive and tender, in working order, No scales.

Employees.

Average number of persons regularly employed by company, including officials, 50

Same in Pennsylvania, 50

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of passengers (all classes) carried in cars, . . . 5,414

Number of passengers carried one mile, 37,305

Number of passengers carried one mile in Pennsylvania, . 37,305

Number of tons of freight carried one mile, 42,417.471

Number of tons of freight carried one mile in Pennsylvania, 42,417.471

Gross amount of tonnage for the year, (2,000 lbs., per ton,) 5,372.1343

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 12

Average rate of speed adopted by express trains, including stops, (miles per hour,) 12

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881, 1,471	March, 1881, 2,323
February, 1881, 1,620	

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	78	Merchandise and manufactures,	712.641
Bituminous coal,	411.1000	Lumber,	1,302
Iron and other ores,	2,671.1700	Other articles,	35.1501
Agricultural products,	101.501		

Rate per Ton (of 2,000 pounds) per mile charged for Freight.

For local freight, per ton per mile,	12½
For local coal, per ton per mile,	7½

MONTHLY EARNINGS FOR THE YEAR.**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1881,	\$699 75	. . . . .
February, 1881,	669 85	. . . . .
March, 1881,	1,051 25	. . . . .
April, 1881,
May, 1881,
June, 1881,
July, 1881,
August, 1881,
September, 1881,
October, 1881,
November, 1881,
December, 1881,
Total,	\$2,420 85	. . . . .

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$722 28	. . . . .
February, 1881,	654 32	. . . . .
March, 1881,	820 38	. . . . .
April, 1881,
May, 1881,
June, 1881,
July, 1881,
August, 1881,
September, 1881,
October, 1881,
November, 1881,
December, 1881,
Total,	\$2,196 98	. . . . .

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,	\$24	88	\$160	00	\$184	88
February, 1881,	19	91	. . . . .	. . .	19	91
March, 1881,	\$424	50	22	72	. . . . .	. . .	447	22
April, 1881,
May, 1881,
June, 1881,
July, 1881,
August, 1881,
September, 1881,
October, 1881,
November, 1881,
December, 1881,
Total,	\$424	50	\$67	46	\$160	00	\$651	96

Total passenger earnings for the year,	\$2,420	85
Total freight earnings for the year,	2,196	93
Total earnings from all other sources,	651	96
Total earnings for the year,	\$5,269	74
Total receipts from all sources on whole length of line,	\$5,269	74
Proportion of earnings in Pennsylvania, to earnings of whole line,	5,269	74

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of buildings and new rails,	\$385	25
Repairs of bridges,	134	26
All other expenses for maintenance of way,	1,201	83
Total for maintenance of way,	\$1,720	84
Cost per mile of road kept in repair,	\$57	36
Proportion for Pennsylvania,	57	86

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$335	41
Repairs of machinery,	67	12
Repairs of passenger, baggage, and mail cars,	152	94
Repairs of freight cars,	209	21
All other expenses for maintenance of motive power and cars,	514	51
Total for maintenance of motive power and cars,	\$1,279	19
Cost per mile of road operated,	\$42	64
Proportion for Pennsylvania,	42	64

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$1,041	13
Salaries, wages, and incidentals chargeable to freight department, . .	1,026	97
Wages of switchmen, signalmen, gatekeepers, and watchmen, . .	144	38
Fuel—number tons of coal, 313; cost,	421	53
Oil and waste,	91	69
Damage for loss of goods and baggage,	2	65
Taxes,	155	14
Insurance,	113	90
Telegraph expenses,	147	50
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	719	95
Total miscellaneous,	\$3,863	94
Amount per mile of road operated,	\$128	80
Proportion for Pennsylvania,	128	80
Total expenditures for operating the road,	6,863	97
Total charged to road and equipment,	6,863	97
Expenses per mile of road operated,	228	80

EARNINGS.

Passenger transportation, local,	\$2,420	85
Freight transportation, local,	2,196	98
Mail service,	424	50
Express service,	67	46
All other sources of income,	160	00
Total,	\$5,269	74
Operating Expenses.		
Maintenance of way and buildings,	\$1,720	84
Maintenance of motive power and cars,	1,279	19
Miscellaneous,	8,863	94
Total operating expenses,	6,863	97
Deficit,	\$1,594	23
Earnings per mile of road operated,	\$175	66
Expenses per mile of road operated,	228	80
Deficit,	\$53	14

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Union Express, 1½ first-class freight rates.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$56.65.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$150,000 00

STATE OF PENNSYLVANIA, }
County of Venango, } ss:

Personally appeared before me, J. M. Dickey, general manager, and J. W. Rowland, treasurer, of the Pittsburgh, Bradford and Buffalo Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of the Emlenton, Shippenville and Clarion Railway Company, for the financial year ending the 31st day of December, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. M. DICKEY, General Manager.
J. W. ROWLAND, Treasurer.

Sworn and subscribed before me, this 15th day of February, A. D. 1882.
J. H. HEASLY, Notary Public.

REPORT

OF THE

Erie and Pittsburgh Railroad Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
William L. Scott, President,	Erie, Pa.
William Brewster, Secretary and Treasurer,	Erie, Pa.

Names of Directors.	Residences.
William L. Scott,	Erie, Pa.
David Dows,	New York, N. Y.
Milton Courtwright,	Erie, Pa.
Sidney T. Fairchild,	Cazenovia, N. Y.
Charles M. Reed,	Erie, Pa.
James C. Marshall,	Erie, Pa.
William Brewster,	Erie, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,500,000	00
Capital stock authorized by votes of company,	2,000,000	00
Capital stock, amount subscribed,	1,998,400	00
Capital stock, total amount now paid in: \$1,001,900 at par, and 10 per cent. on \$996,500,	1,101,550	00
Capital stock, number of shares issued,	39,968	
Capital stock, amount paid in on each share: \$50 on 20,038 shares, and 10 per cent. on 19,930 shares.		
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1882, bear interest at 7 per cent., which is payable 1st January and 1st July,) amount,	\$250,200	00
Second mortgage bonds, (due March 1, 1890, bear interest at 7 per cent., which is payable 1st April and 1st October,) amount,	91,800	00
Consolidated mortgage bonds, (due July 1, 1898, bear interest at 7 per cent., which is payable 1st January and 1st July,) amount,	2,235,000	00
Equipment mortgage bonds, (due October 1, 1900, bear interest at 7 per cent., which is payable 1st April and 1st October,) amount,	685,000	00
Total amount now of funded debt,	\$3,262,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$21,886	04
Debt incurred for any other purpose, and for what: Sundries,	27,347	14
The amount now of floating debt,	49,233	18
Total amount now of floating and funded debt,	\$3,311,233	18
Funded debt as per last report,	\$3,262,000	00
Floating debt as per last report,	49,565	18
Total cash realized from capital stock and debt,	\$3,792,635	06

COST.

Total cost of entire road to date, 101.24 miles,	\$3,180,937	26
Average of same per mile of road laid,	\$31,419	77
Proportion of same for Pennsylvania, 101.24,	3,180,937	26
Total cost of entire equipment,	\$1,895,725	18
Average cost of equipment per mile of road operated by company, 101.24 miles,	18,725	06
Proportion of same to Pennsylvania, 101.24 miles,	1,895,725	18
Cost of road and equipment per mile, 101.24 miles,	50,144	88
Proportion of same for Pennsylvania, 101.24 miles,	5,076,662	44

CHARACTERISTICS OF ROAD.

The "characteristics of road" and detailed operations, earnings, and expenditures, refer to report of Pennsylvania company, operating the Erie and Pittsburgh railroad, which railroad is leased to the Pennsylvania Railroad Company for the period of nine hundred and ninety-nine (999) years from the 1st day of March, A. D. one thousand eight hundred and seventy, (1870,) and which is operated under the said lease by the said Pennsylvania company.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding: 39,968 shares, \$50 each,	\$1,998,400
Rate and date of all cash dividends on stock of original and consolidated companies:	
March 10, 1881, 1 $\frac{3}{4}$ per cent. on \$1,998,400,	34,972 00
June 10, 1881, 1 $\frac{3}{4}$ per cent. on \$1,998,400,	34,972 00

September 10, 1881, 1½ per cent. on \$1,998,400,	\$34,972 00
December 10, 1881, 1½ per cent. on \$1,998,400,	34,972 00

Number and per cent. of dividends: Four dividends, 1½ per cent. each, at 7 per cent.,	\$139,888	00
Amount paid in dividends, including tax on capital stock,	139,888	00
Paid to sinking fund, (profit and loss,)	112	00

STATE OF PENNSYLVANIA, } ss:
County of Erie,

Personally appeared before me, William L. Scott, president, and William Brewster, treasurer, of the Erie and Pittsburgh Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

WILLIAM L. SCOTT, *President.*

WM. BREWSTER, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1882.

W. S. BROWN, *Notary Public.*

REPORT

OF THE

Pennsylvania Company operating Erie and Pittsburgh Railroad, for the year ending December 31, 1881.

OFFICERS OF THE PENNSYLVANIA COMPANY, OPERATING.

Names.

Residences.

George R. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John E. Davidson, Assistant Comptroller,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
S. W. White, Assistant Secretary,	Philadelphia, Pa.
W. H. Barnes, Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Counsel,	Pittsburgh, Pa.
P. Slataper, Chief Engineer,	Pittsburgh, Pa.
A. W. Caldwell, General Manager,	Pittsburgh, Pa.
W. A. Baldwin, Manager,	Pittsburgh, Pa.
J. M. Kimball, Division Superintendent,	Youngstown, O.
William Stewart, General Freight Agent,	Pittsburgh, Pa.
A. A. Ford, General Passenger and Ticket Agent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

Names of Directors of Pennsylvania Company.		Residences.
George B. Roberts,		Philadelphia, Pa.
J. N. McCullough,		Pittsburgh, Pa.
William Thaw,		Pittsburgh, Pa.
Thomas D. Messler,		Pittsburgh, Pa.
Henry H. Houston,		Philadelphia, Pa.
Wistar Morris,		Philadelphia, Pa.
Samuel M. Felton,		Philadelphia, Pa.
Henry M. Phillips,		Philadelphia, Pa.
J. N. DuBarry,		Philadelphia, Pa.
John Price Wetherill,		Philadelphia, Pa.
A. J. Cassatt,		Philadelphia, Pa.
John P. Green,		Philadelphia, Pa.
W. H. Barnes,		Pittsburgh, Pa.

All the figures in this report relating to the business of December are estimated.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from New Castle to Girard, Pa., 81 ; Dock junction to Erie Dock, 3.468,	84.468	All.
Aggregate length of main line,	84.468	84.468
Aggregate length of sidings and other track not above enumerated,	27.31	All.
Aggregate length of main line, branches, leased roads, sidings, and other track,	111.778	111.778

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use,	75.46
Miles of steel rail in use,	36.32
Weight of rail per yard, { Iron,	60 pounds.
Steel,	60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	43
Wooden bridges, number of, 10 ; aggregate length,	1,271 feet
Stone bridges, number of, 4 ; aggregate length,	41.2 feet
Iron bridges, number of, 1 ; aggregate length,	99 feet
Wooden trestles, number of, 28 ; aggregate length,	3,108 feet

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Jamestown and Franklin railroad, at Jamestown; New

York, Pennsylvania and Ohio railroad, at Shenango ; Sharpsville railroad, at Sharpsville ; Shenango Coal railroad, at Wheatland ; New York, Chicago and St. Louis railroad, at two miles north of Cross station.

What railroads cross your road, either over or under your grade, in this Commonwealth? Branch of Sharon railway to Kimberly's mill, operated by New York, Pennsylvania and Ohio Railroad Company, at Sharon, Pa.

Stations.

Number of stations on main road : Passenger, 18 ; freight, 19 ; total,	20
Number of engine-houses and shops in Pennsylvania, all ; total number entire road,	9
Number of wood and water stations on main road,	8
Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads,	None.
Value of real estate held by the company, exclusive of roadway,	None.
Value of real estate held by the company, exclusive of roadway in Pennsylvania,	None.
Number of tunnels,	None.

How is track laid and on what foundation? The iron rail track is laid with common fish plate connections. The steel rail track with double angle bars. Road is ballasted with coarse gravel and furnace cinder.

Equipment.*	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	24	
Number of locomotives of more than 20 tons weight,	5	
Number of first-class passengar cars,	5	
Number of baggage, mail, and express cars,	4	
Number of freight cars: House cars, 50; stock, 8; total,	58	
Number of platform and gravel cars,	22	
Number of coal, ore, and stone cars,	1,239	
Number of caboose cars,	12	

* Included in total cost of equipment in lessor company's report.

What kind of train-brake is in use on your road? Westinghouse automatic air-brake.

Average number of cars in passenger trains, including baggage cars,	4
Average number of cars in freight trains,	20
Average weight of passenger trains, including locomotive and tender, in working order, exclusive of load,	130 tons.
Average weight of freight trains, including locomotive and tender, in working order, exclusive of load,	250 tons.

Employees.

Average number of persons regularly employed by company, including officials,	663
Same in Pennsylvania,	663

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	143,873
Number of miles run by freight and coal trains,	301,936
Number of through passengers for the year on main road,	6,698
Number of passengers (all classes) carried in cars, . . .	164,247
Number of passengers carried one mile,	3,303,900
Number of passengers carried one mile in Pennsylvania,	3,303,900
Numder of tons of 2,000 pounds of through freight for the year on main road,	9,654
Number of tons of freight carried one mile,	44,105,099
Number of tons of freight carried one mile in Pennsylvania,	44,105,099
Gross amount of tonnage for the year, (2,000 pounds per ton,)	872,708
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	23
Average rate of speed adopted by express trains, including stops, (miles per hour,)	23
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	10,167	September, 1881,	18,086
February, 1881,	9,950	October, 1881,	17,486
March, 1881,	13,368	November, 1881,	13,986
April, 1881,	12,778	December, 1881,	13,385
May, 1881,	12,052		
June, 1881,	12,503	Total,	164,247
July, 1881,	15,386		
August, 1881,	15,089		

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Coke,	154,486	Agricultural products,	14,141
Bituminous coal,	255,192	Merchandise and manufactures, .	56,156
Petroleum and other oils,	1,430	Live stock,	4,237
Pig iron,	118,571	Lumber,	20,381
Railroad iron,	3,801	Other articles,	3,827
Other iron or castings,	17,458		
Iron and other ores,	106,914	Total,	872,708
Stone and lime,	116,112		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2 cents.
For first-class way passengers,	3 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	1.113 cents.
For through coal, per ton per mile,	1.113 cents.
For local freight, per ton per mile,	1.135 cents.
For local coal, per ton per mile,	1.135 cents

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$754	39	\$5,589	78	\$6,344	17
February, 1881,	848	47	5,862	33	6,210	80
March, 1881,	815	15	7,110	77	7,925	92
April, 1881,	957	91	6,726	36	7,684	27
May, 1881,	1,223	92	6,873	03	8,096	95
June, 1881,	1,306	26	6,454	08	7,760	29
July, 1881,	1,650	37	8,064	62	9,714	99
August, 1881,	1,462	96	8,454	30	9,917	26
September, 1881,	1,703	87	9,830	45	11,534	32
October, 1881,	1,396	37	9,683	04	11,079	41
November, 1881,	1,104	58	7,804	46	8,909	04
December, 1881,	1,329	80	6,931	08	8,260	88
Total,	\$14,554	05	\$88,884	25	\$103,438	30

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$555	14	\$37,408	17	\$37,963	31
February, 1881,	497	52	31,253	98	31,751	50
March, 1881,	989	11	45,463	74	46,452	85
April, 1881,	671	80	47,095	20	47,767	00
May, 1881,	974	57	46,864	27	47,838	84
June, 1881,	1,092	44	46,201	05	47,293	49
July, 1881,	842	75	47,660	04	48,502	79
August, 1881,	520	47	38,888	82	39,409	29
September, 1881,	911	95	41,742	20	42,654	15
October, 1881,	1,064	01	35,836	11	36,900	12
November, 1881,	470	65	47,086	63	47,557	28
December, 1881,	1,272	56	35,936	00	37,208	56
Total,	\$9,862	97	\$500,936	21	\$510,799	18

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,	\$1,319	01	\$525	04	\$2,265	87	\$4,109	92
February, 1881,	786	03	892	15	2,520	44	3,698	62
March, 1881,	786	03	503	63	2,540	92	3,830	63
April, 1881,	1,161	41	629	94	1,446	85	3,238	20
May, 1881,	786	03	503	19	1,542	45	2,831	67
June, 1881,	748	38	749	06	1,257	86	2,755	30
July, 1881,	786	03	675	13	1,211	02	2,672	18
August, 1881,	599	85	645	69	2,897	41	4,142	95
September, 1881,	692	94	793	66	1,388	74	2,875	34
October, 1881,	692	95	828	14	1,508	70	3,029	79
November, 1881,	692	94	879	91	1,718	07	3,290	92
December, 1881,	692	94	600	00	1,145	18	2,438	12
Total,	\$9,744	54	\$7,725	59	\$21,443	51	\$38,913	64

Total passenger earnings for the year,	\$103,438	30
Total freight earnings for the year,	510,799	18
Total earnings from all other sources,	38,913	64
Total earnings for the year,	\$653,151	12
Total receipts from all sources on whole length of line, . .	\$653,151	12
Proportion of earnings in Pennsylvania to earnings of whole line, . .	653,151	12

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$109,061	31
New iron rails,	5,992	94
New steel rails, number of tons, 1,013,118,	33,254	45
Repairs of bridges,	5,906	25
Repairs of buildings and fixtures,	11,171	76
Repairs of fences,	3,905	96
All other expenses for maintenance of way,	4,797	67
Total for maintenance of way,	\$174,090	34
Cost per mile of road kept in repair,	\$1,723	67

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$17,714	30
Repairs of machinery,	834	42
Repairs of passenger, baggage, and mail cars,	3,259	96
Repairs of freight cars,	73,165	49
All other expenses for maintenance of motive power and cars, . . .	13,020	95
Total for maintenance of motive power and cars,	\$107,995	12
Cost per mile of road operated,	\$1,069	26

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	\$27,003	30
Salaries, wages, and incidentals chargeable to freight department, .	109,222	55
Wages of switchmen, signalmen, gatekeepers, and watchmen, . .	4,642	12
Fuel—number cords of wood, 3,323; cost,	4,984	04
Fuel—number tons of coal, 16,551; cost,	28,137	64
Oil and waste,	6,645	16
Damages for injuries to persons,	173	97
Damages for cattle killed or injured,	17	00
Damage for loss of goods and baggage,	195	66
Taxes,	6,161	70
Telegraph expenses,	6,820	88
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	4,605	21
Total miscellaneous,	\$198,609	23
Amount per mile of road operated,	\$1,968	43
Total expenditures for operating the road,	480,694	69
Expenses per mile of road operated,	4,759	35
Expenses per mile of single track operated, not including sidings, .	4,759	35
Expenses per train mile,		78.996

EARNINGS.

Passenger transportation, local,	\$88,884 25	} Total,	\$103,438	30
Passenger transportation, through,	14,554 05			
Freight transportation, local,	\$500,936 21	} Total,	510,799	18
Freight transportation, through,	9,862 97			
Mail service,			9,744	54
Express service,			7,725	59
All other sources of income,			21,443	51
Total,			\$653,151	12
Operating Expenses.				
Maintenance of way and buildings,	\$174,090 34			
Maintenance of motive power and cars,	107,995 12			
Miscellaneous,	198,609 23			
Total operating expenses, being 73.596 per cent. of earnings, . . .			480,694	69
Net earnings,			\$172,456	43
Earnings per mile of road operated,			\$6,466	84
Expenses per mile of road operated,			4,759	35
Net earnings,			\$1,707	49

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company. Terms: Forty per cent. of gross receipts on money and freight business; seventy per cent. of gross receipts on oyster business. Cars are furnished and kept in repair by Pennsylvania company, operating.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? From January 1 to July 31, 1881, \$9,432 36 per annum; from August 1 to December 31, 1881, \$8,315 31 per annum.

STOCK AND DIVIDENDS.

See lessor company's report.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			1		1	
Employés,		2	1	5	1	7
Others,			1		1	
Total,		2	3	5	3	7

Statement of each Accident.

January 31. Greenville; John McKee; leg taken off; attempting to get on train whilst in motion.

May 17. North of Harbor bridge; John Alexander; foot crushed; attempting to get on train whilst in motion.

May 20. Greenville; Thomas Curn; run over by train; supposed to have fallen under car in attempting to get off from cars whilst in motion.

June 14. One mile south of Sharpsville; Peter Dolan; died from injuries by being run over.

June 11. Dock Junction; John McAboy; foot caught in frog and two toes jammed.

———. Sharpless; Matt Donohue; hand jammed in coupling cars.

August 27. Erie; Charles Newton; simple fracture of leg whilst jumping from car to car.

October 21. Transfer; Aaron English; three fingers crushed in coupling cars.

November 11. Erie; Benjamin Sutler; hand bruised in coupling cars.

December 19. New Castle; Frank Kelty; died from injuries occasioned by having caught his foot in a frog by attempting to uncouple cars whilst in motion, and was run over.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, Thomas D. Messler, vice president, and J. P. Farley, auditor, of the Pennsylvania Company, operating Erie and Pittsburgh railroad, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

THOMAS D. MESSLER, *Vice President.*

J. P. FARLEY, *Auditor.*

Sworn and subscribed before me, this 31st day of January, A. D. 1882.

W. C. BOYLE, *Notary Public.*

REPORT

OF THE

Evergreen Railway Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
A. G. Hatry, President,	Pittsburgh, Pa.
A. C. McCallam, Secretary and Treasurer,	Pittsburgh, Pa.
General offices at Bissell's Block, Smithfield and Seventh avenue, Pittsburgh, Pa.	
Names of Directors.	Residences.
A. G. Hatry,	Pittsburgh, Pa.
J. J. Gillespie,	Pittsburgh, Pa.
Jas. Callery,	Pittsburgh, Pa.
J. D. Callery,	Pittsburgh, Pa.
A. C. McCallam,	Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$25,000	00
Capital stock authorized by votes of company,	25,000	00
Capital stock, amount subscribed,	25,000	00
Capital stock, total amount now paid in,	25,000	00
Capital stock, number of shares issued,	500	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Floating debt as per last report,	\$150	00
Total cash realized from capital stock and debt,	\$25,000	00

COST.

Total cost of entire road to date,	\$21,982	98
Average of same per mile of road laid,	\$7,327	66
Proportion of same for Pennsylvania,	All in Pennsylvania.	
Total cost of entire equipment,	\$9,142	00
Average cost of equipment per mile of road operated by company,	3,047	33
Proportion of same to Pennsylvania,	All in State.	
Cost of road and equipment per mile,	10,874	00
Proportion of same for Pennsylvania,	All in State.	

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bennett to Evergreen,	2.61	2.61
Length of single main track,	2.61	2.61
Aggregate length of main line and branches,	2.61	2.61
Aggregate length of sidings and other track not above enumerated,	1,100 ft.	

Gauge.

What is the gauge of your lines ? 3 feet.

Track.

Miles of iron rail in use, 3
Miles of steel rail in use, None.
Weight of rail per yard, { Iron, 28, 30, 47 lbs.
 { Steel, None.

Bridges and Trestles.

Number of bridges and trestles on whole line, 14
Wooden bridges, number of, 13 ; aggregate length, . . . 390 feet.
Stone bridges, number of, 1 ; aggregate length, 25 feet.
Iron bridges, None.
Wooden trestles, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Do not cross any other road.
What railroads cross your road, either over or under your grade, in this Commonwealth? None crossed.

Stations.

Number of stations on main road : Passenger, 8 ; freight, 2 ;
total, 10
Number of stations on branches, None.
Number of stations on leased roads, None.
Number of engine-houses and shops in Pennsylvania, 2 ;
total number entire road, 2
Number of wood and water stations on main road, . . . 2
Number of wood and water stations on branches, . . . None.
Number of wood and water stations on leased roads, . . None.
Value of real estate held by the company, exclusive of
roadway, \$800 00

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, \$800 00

Number of tunnels, None.

How is track laid and on what foundation? Oak cross-ties.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 5 tons weight,	1	\$1,400	00
Number of locomotives of more than 9 tons weight,	1	4,500	00
Number of first-class passenger cars,	1	2,148	00
Number of second-class passenger cars,	1	630	00
Number of freight cars : Trucks,	1	464	00
		\$9,142	00

Average number of cars in passenger trains, including baggage cars, 1

Average number of cars in freight trains, 1

Average weight of passenger trains, including locomotive and tender, in working order, 14 tons.

Average weight of freight trains, including locomotive and tender, in working order, 12 tons.

Employees.

Average number of persons regularly employed by company, including officials, 6

Same in Pennsylvania, 6

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 18,564

Number of miles run by freight trains, None.

Number of miles run by coal trains, None.

Number of through passengers for the year on main road :
No separate account.

Number of passengers (all classes) carried in cars, 44,957

Number of passengers carried one mile, 44,957

Number of passengers carried one mile in Pennsylvania, 44,957

Number of tons of 2,000 pounds of through freight for the year on main road, None.

Number of tons of freight carried one mile, None.

Number of tons of freight carried one mile in Pennsylvania, None.

Gross amount of tonnage for the year, (2,000 pounds per ton,) None.

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 9

Average rate of speed adopted by express trains, including stops, (miles per hour,) 9

Average rate of speed adopted by freight trains, including stops, (miles per hour,)

9

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	3,308	July, 1881,	4,202
February, 1881,	2,810	August, 1881,	3,852
March, 1881,	3,200	September, 1881,	3,494
April, 1881,	3,696	October, 1881,	3,890
May, 1881,	4,525	November, 1881,	3,659
June, 1881,	3,959	December, 1881,	4,382

Rate of Fare for Passengers charged for the respective classes per Mile.

For first-class through passengers,	3 cents.
For first-class way passengers,	4½ cents.
For second-class through passengers,	3 cents.
For second-class way passengers,	4½ cents.

Rate per ton, (of 2,000 pounds,) per mile charged for Freight.

For through freight, per ton per mile,	10 cents.
For local freight, per ton ton per mile,	12 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$242	54	.	.	.	.
February, 1881,	196	41	.	.	.	.
March, 1881,	240	00	.	.	.	.
April, 1881,	297	65	.	.	.	.
May, 1881,	361	25	.	.	.	.
June, 1881,	296	02	.	.	.	.
July, 1881,	338	53	.	.	.	.
August, 1881,	318	49	.	.	.	.
September, 1881,	313	98	.	.	.	.
October, 1881,	404	48	.	.	.	.
November, 1881,	318	75	.	.	.	.
December, 1881,	348	48	.	.	.	.
Total,	\$3,676	58	.	.	.	.
Total passenger earnings for the year,					\$3,676	58
Total earnings for the year,					\$3,676	58
Total receipts from all sources on whole length of line,					\$3,676	58
Proportion of earnings in Pennsylvania, to earnings of whole line, . .					3,676	58

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$340	00
New iron rails, number of tons, 10,	500	00
Total for maintenance of way,	\$1,340	00
Cost per mile of road kept in repair,	\$436	66

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$350	00
Repairs of passenger, baggage, and mail cars,	150	00
Total for maintenance of motive power and cars,	\$500	00
Cost per mile of road operated,	\$166	66
Proportion for Pennsylvania,	166	66

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$900	00
Wages of switchmen, signalmen, gatekeepers, and watchmen,	480	00
Fuel—number of tons of coal, 18½; cost,	492	00
Oil and waste,	65	00
Taxes,	12	00
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items,	40	00
Total miscellaneous,	\$1,989	00
Amount per mile of road operated,	\$663	00
Proportion for Pennsylvania,	663	00
Total expenditures for operating the road,	3,829	00
Expenses per mile of road operated,	1,276	33
Expenses per mile of single track operated, not including sidings,	1,276	33
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local,	{	\$3,676	58
Passenger transportation, through,			
Total,		\$3,676	58
Operating Expenses.			
Maintenance of way and buildings,		\$1,840	
Maintenance of motive power and cars,		500	
Miscellaneous,		1,989	
Total operating expenses,		3,789	00
Net earnings,		\$3,676	58
Deficit,		112	42
Earnings per mile of road operated,		\$1,225	52
Expenses per mile of road operated,		1,263	00
Deficit,		\$37	48

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc. ?
No express company.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates ? No sleeping cars.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? No mail

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None issued.
Amount of common stock now outstanding,	\$25,000 00
Amount of stock issued as stock dividends, and dates of issue,	None issued.
Rate and date of all cash dividends on stock of original and consolidated companies,	None made.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, A. G. Hatry, president, and A. C. McCallum, treasurer, of the Evergreen Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) A. G. HATRY, *President.*
A. C. McCALLUM, *Treasurer.*

Sworn and subscribed before me this 3d day of February, A. D. 1882.
J. P. GREER, *Notary Public.*

REPORT

OF THE

Fayette County Railroad Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
William Beeson, President,	Uniontown, Pa.
Jasper M. Thompson, Secretary and Treasurer,	Uniontown, Pa.
General offices at Uniontown, Pa.	

Names of Directors.	Residences.
William Beeson,	Uniontown, Pa.
Ewing Brownfield,	Uniontown, Pa.
C. S. Seaton,	Uniontown, Pa.
Jasper M. Thompson,	Uniontown, Pa.
Ellis B. Dawson,	Uniontown, Pa.
Daniel Kaine.	Uniontown, Pa.
John K. Ewing,	Uniontown, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,500,000	00
Capital stock, amount subscribed,	98,350	00
Capital stock, total amount now paid in,	125,395	71
Capital stock, number of shares issued, 2,148		
Capital stock, amount paid in on each share,	16	66 $\frac{3}{4}$
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date as near as can be ascertained, \$180,000 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Uniontown to Connellsville,	12 $\frac{3}{4}$	All.
Length of single main track,	12 $\frac{3}{4}$	

Gauge.

What is the gauge of your lines? 4 ft. 8 $\frac{1}{2}$ inches.

Track.

Miles of iron rail in use, 12 $\frac{3}{4}$
Weight of rail per yard, iron, $\frac{1}{4}$ 56 & $\frac{3}{4}$ 43 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 23
Wooden bridges, number of, 22; aggregate length, about, 2,000 feet.
Wooden trestles, number of, 1; aggregate length, 150 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth? South West Pennsylvania railroad, at Connellsville, over grade.

Stations.

Number of stations on main road: Passenger, 7; freight, 9.

Number of wood and water stations on main road, no wood,
one water, 1
How is track laid and on what foundation? Laid upon broken stone
and filled between with broken stone.

EARNINGS.

Rents,	\$9,000	00
Total,	\$9,000	00
Operating Expenses.		
Miscellaneous: Taxes, \$429 60; expenses, \$0 75,	\$430	35
Total operating expenses, being about 5 per cent. of earnings, . .	\$430	35

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and
what condition as to rates, use of track, machinery, repairs of cars, &c?
Baltimore and Ohio express.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$107,400 00
Rate and date of all cash dividends on stock of original and consoli-
dated companies: Quarterly dividends 2 per cent., or 8 per cent. annually,
declared January, April, July, and October.

Number and per cent. of dividends: Four dividends, 8 per cent.		
Amount paid in dividends,	\$8,592	00

The Fayette County railroad is leased to the Pittsburgh and Connells-
ville Railroad Company for ninety-nine years, from November 1, 1864, and
all questions not answered by us are supposed to fall to them.

STATE OF PENNSYLVANIA, }
County of Fayette, } ss:

Personally appeared before me, William Beeson, president. and J. V.
Thompson, acting treasurer, of the Fayette County Railroad Company, who,
being duly sworn, do depose and say that they caused the foregoing state-
ments to be prepared by the proper officers and agents of this company,
and having carefully examined the same, declare them to be a true, full,
and correct statement of the condition and affairs of said company, for the
financial year ending December 31, A. D. 1881, according to the best of
their knowledge and belief.

(Signed) WM. BEESON, *President.*
J. V. THOMPSON, *Acting Treasurer.*

Sworn and subscribed before me, this 23d day of February, A. D. 1892.
MARSHALL N. LEWIS, *Justice of the Peace.*

REPORT

OF THE

Foxburg, St. Petersburg and Clarion Railroad Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
G. C. Fink, President,	St. Petersburg, Pa.
Jesse Smith, Vice President,	Foxburg, Pa.
Dawes E. Furness, Secretary and Treasurer,	Foxburg, Pa.
M. Mandeville, General Superintendent,	Foxburg, Pa.
General offices at Emlenton, Pa.	

Names of Directors.	Residences.
G. C. Fink,	St. Petersburg, Pa.
Elias Ritta,	St. Petersburg, Pa.
J. V. Ritta,	St. Petersburg, Pa.
H. Collner,	St. Petersburg, Pa.
C. Blakalee,	St. Petersburg, Pa.
M. R. Morgan,	Foxburg, Pa.
Jesse Smith,	Foxburg, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, total amount now paid in,	97,817	50
Capital stock, number of shares issued,	2,000	
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1883, or January 1, 1893, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$66,048	16
Total amount now of funded debt,	\$66,048	16
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$2,007	69
The amount now of floating debt,	2,007	69
Total amount now of floating and funded debt,	\$68,055	85
Funded debt as per last report,	\$66,048	16
Floating debt as per last report,	8,492	73
Total cash realized from capital stock and debt,	\$163,865	66

COST.

Total cost of entire road to date,	\$125,934	15
Average of same per mile of road laid,	\$9,691	09
Proportion of same for Pennsylvania,	9,691	09
Total cost of entire equipment,	\$38,775	98
Average cost of equipment per mile of road operated by company,	2,932	92
Proportion of same to Pennsylvania,	2,932	92
Cost of road and equipment per mile,	12,673	85
Proportion of same for Pennsylvania,	12,673	85

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Foxburg to Jefferson,	13.2	13.2
Aggregate length of main line and branches,	13.2	13.2

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 26.4
Weight of rail per yard, iron, 40 pounds

Bridges and Trestles.

Number of bridges and trestles on whole line, 15
Wooden bridges, number of, 14 ; aggregate length, 3,662 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road : Passenger, 8 ; freight, 8 ; total, 8
Number of engine-houses and shops in Pennsylvania, 1 ; total number entire road, 1
Number of wood and water stations on main road, 1

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight,	3	\$6,534	00
Number of first-class passenger cars,	3	2,400	00
Number of second-class passenger cars,	1	2,000	00
Number of freight cars: House cars,	6	365	00
Number of coal, ore, and stone cars,	12	240	00
Number of caboose cars,	1	275	00

What kind of train brake is in use on your road? Westinghouse on passenger trains, ordinary hand-brake on freight trains.

Average number of cars in passenger trains, including baggage cars, 4

Average number of cars in freight trains, 4

Average weight of passenger trains, including locomotive and tender, in working order, Cannot say.

Average weight of freight trains, including locomotive and tender, in working order, No scales.

Employees.

Average number of persons regularly employed by company, including officials, 30

Same in Pennsylvania, 30

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of passengers (all classes) carried in cars, 6,164

Number of passengers carried one mile, 49,622

Number of tons of freight carried one mile, 68,061 ¹⁷⁸⁵/₁₀₀₀

Number of tons of freight carried one mile in Pennsylvania, 68,061 ¹⁷⁸⁵/₁₀₀₀

Gross amount of tonnage for the year, (2,000 pounds per ton,) 5,428 ¹⁴³⁸/₁₀₀₀

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 12

Average rate of speed adopted by express trains, including stops, (miles per hour,) 12

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881, 1,733 March, 1881, 2,712

February, 1881, 1,719

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal, 96	Merchandise and manufactures, 957 ²⁸¹ / ₁₀₀₀
Bituminous coal, 126	Lumber, 1,362 ¹¹⁴ / ₁₀₀₀
Iron and other ores, 2,697 ¹⁸⁸⁸ / ₁₀₀₀	Other articles, 48 ¹⁸⁸⁸ / ₁₀₀₀
Agricultural products, 140 ⁸⁸⁸ / ₁₀₀₀	

Rate per Ton (of 2,000 pounds) per mile charged for Freight.

For local freight, per ton per mile,	12½ cents.
For local coal, per ton per mile,	7½ cents.

MONTHLY EARNINGS FOR THE YEAR.**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1881,	\$802 90	. . . . .
February, 1881,	822 80	. . . . .
March, 1881,	1,342 90	. . . . .
April, 1881,
May, 1881,
June, 1881,
July, 1881,
August, 1881,
September, 1881,
October, 1881,
November, 1881,
December, 1881,
Total,	\$2,968 60	. . . . .

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$1,158 21	. . . . .
February, 1881,	1,151 18	. . . . .
March, 1881,	1,520 38	. . . . .
April, 1881,
May, 1881,
June, 1881,
July, 1881,
August, 1881,
September, 1881,
October, 1881,
November, 1881,
December, 1881,
Total,	\$3,829 77	. . . . .

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	\$16 56	. . . . .	\$16 56
February, 1881,	\$91 91	13 27	. . . . .	105 18
March, 1881,	15 15	. . . . .	15 15
April, 1881,
May, 1881,
June, 1881,
July, 1881,
August, 1881,
September, 1881,
October, 1881,
November, 1881,
December, 1881,
Total,	\$91 91	\$44 98	. . . . .	\$136 89

Total passenger earnings for the year,	\$2,968	60
Total freight earnings for the year,	3,829	77
Total earnings from all other sources,	136	89
Total earnings for the year,	\$6,935	26
Total receipts from all sources on whole length of line,	\$6,935	26
Proportion of earnings in Pennsylvania, to earnings of whole line,	6,935	26

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$717	14
Repairs of bridges,	140	90
All other expenses of maintenance of way,	419	61
Total for maintenance of way,	\$1,277	65
Cost per mile of road kept in repair,	\$98	28
Proportion for Pennsylvania,	98	28

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$302	50
Repairs of machinery,	8	72
Repairs of passenger, baggage, and mail cars,	131	80
Repairs of freight cars,	191	52
All other expenses for maintenance of motive power and cars,	188	99
Total for maintenance of motive power and cars,	\$818	59
Cost per mile of road operated,	\$62	96
Proportion for Pennsylvania,	62	96

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$850	56
Salaries, wages, and incidentals chargeable to freight department,	522	49
Wages of switchmen, signalmen, gatekeepers, and watchmen,	305	80
Fuel—number of tons of coal, 269; cost,	850	19
Oil and waste,	101	64
Taxes,	114	02
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	1,308	82
Total miscellaneous,	\$3,553	52
Amount per mile of road operated,	\$278	85
Proportion for Pennsylvania,	278	35
Total expenditures for operating the road,	5,649	70
Total charged to road and equipment,	5,649	70
Expenses per mile of road operated,	434	59

EARNINGS.

Passenger transportation, local,	\$2,988	60
Freight transportation, local,	8,829	77
Mail service,	91	91
Express service,	44	98
Total,	\$6,935	26
Operating Expenses.		
Maintenance of way and buildings,	\$1,277	65
Maintenance of motive power and cars,	818	53
Miscellaneous,	3,553	52
Total operating expenses,	5,649	70
Net earnings,	\$1,285	56
Earnings per mile of road operated,	\$533	48
Expenses per mile of road operated,	434	59
Net earnings,	\$93	89

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Union Express, one and a half first-class freight rates.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

STATE OF PENNSYLVANIA, } ss:
County of Venango, }

Personally appeared before me, J. M. Dickey, general manager, and J. W. Rowland, treasurer, of the Pittsburgh, Bradford and Buffalo Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of the Foxburg, St. Petersburg and Clarion Railroad Company, for the financial year ending 31st day of December, A. D. 1881, according to the best of their knowledge and belief.

(Signed) J. M. DICKEY, General Manager.
J. W. ROWLAND, Treasurer.

Sworn and subscribed before me, this 15th day of February, A. D. 1882.
J. H. HEASLY, Notary Public.

REPORT
OF THE
*Frankford and Holmesburg Railroad Company, for
the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Andreas Hartel, President,	Holm sburg, Pa.
Joseph H. Brown, Secretary,	Holmesburg, Pa.
Maxwell Rowland, Treasurer,	Holmesburg, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Edmund Smith,	Philadelphia, Pa.
Presley Blakiston,	Philadelphia, Pa.
Maxwell Rowland,	Holmesburg, Pa.
J. Tunis Way,	Philadelphia, Pa.
George S. Clark,	Holmesburg, Pa.
Robert N. Murray,	Bustleton, Pa.
William Dedaker,	Bustleton, Pa.
Joseph M. Banes,	Bustleton, Pa.
William Rowland, junior,	Holmesburg, Pa.
B. F. Crispin,	Philadelphia, Pa.
Alfred L. Dungan,	Bustleton, Pa.
Joseph H. Brown,	Holmesburg, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued,	2,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, bear interest at 7 per cent.,	\$50,000	00
Total amount now of funded debt,	\$50,000	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Holmesburg junction to Bustleton,	4.16	4.16
Length of single main track,	4.16	4.16
Aggregate length of main line and branches.	4.16	4.16
Aggregate length of sidings and other track not above enumerated, . . . . .	.95	.95
Aggregate length of main line, leased roads, sidings, and other track,	5.11	5.11

Gauge.

What is the gauge of your lines? 4 ft. 9 inches.

Track.

Miles of iron rail in use, 5.11
Weight of rail per yard, iron, 50 pounds.

Bridges and Trestles.

Wooden trestles, number of, 5 ; aggregate length, 1,450 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight, 7
Number of engine-houses and shops in Pennsylvania, 1 ;
total number entire road, 1
Number of wood and water stations on main road, . . . 1
Value of real estate held by the company, exclusive of roadway, \$2,000 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania, 2,000 00
How is track laid and on what foundation? On cross-ties, with gravel-ballast.

The Frankford and Holmesburg railroad is leased to the Pennsylvania Railroad Company for a term of ninety-nine years, from and after the 1st day of January, 1880, to which you are referred for information relative to the operation of the lease.

STATE OF PENNSYLVANIA, }
 County of Philadelphia, } ss:

Personally appeared before me, Andreas Hartel, president, and Maxwell Rowland, treasurer, of the Frankford and Holmesburg Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true* and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

ANDREAS HARTEL, *President.*

MAXWELL ROWLAND, *Treasurer.*

Sworn and subscribed before me this 3d day of January, A. D. 1882.

AMOS C. SHALLCROSS, *Notary Public.*

REPORT

OF THE

*Greenlick Narrow Gauge Railway Company, for the
 year ending December 31, 1881.*

OFFICERS.

Names.	Residences.
D. H. Pershing, President,	Stauffer Station, Pa.
Nathaniel Miles, Secretary and Treasurer,	Scottdale, Pa.
D. H. Pershing, General Superintendent,	Stauffer Station, Pa.
W. L. Shaw, Division Superintendent,	Scottdale, Pa.

General offices at Scottdale, Westmoreland county, Pa.

Names of Directors.	Residences.
W. H. Everson,	Pittsburgh, Pa.
H. C. Frick,	Pittsburgh, Pa.
Edwin Miles,	Pittsburgh, Pa.
George A. Hogg,	Mt. Pleasant, Pa.
W. D. Mullan,	Mt. Pleasant, Pa.
C. L. Groff,	Scottdale.
J. R. Stauffer,	Scottdale.
George H. Everson,	Scottdale.
D. H. Pershing,	Stauffer.

* Much of the information called for by the foregoing blanks being required of the lessee company, the word "full," in the above affidavit, is stricken out.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock, amount subscribed,	31,650	00
Capital stock, total amount now paid in,	31,650	00
Capital stock, number of shares issued, 633		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$27,051	53
Average of same per mile of road laid,	\$7,729	01
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	\$6,325	53
Average cost of equipment per mile of road operated by company,	1,807	30
Proportion of same to Pennsylvania, All.		
Cost of road and equipment per mile,	9,536	31

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Greenlick Junction to Mount Vernon mines,	3½	All.
Length of single main track,	3½	All.

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 3½ miles.
Miles of steel rail in use, None.
Weight of rail per yard, { Iron, 24 and 30 lbs.
 { Steel, None.

Bridges and Trestles.

Number of bridges and trestles on whole line, 7
Wooden bridges, number of, 5 ; aggregate length, 180 feet.
Stone bridges, None.
Iron bridges, None.
Wooden trestles, number of, 2 ; aggregate length, 70 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, freight, 3
Number of stations on branches, None.
Number of stations on leased roads, None.
Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Number of wood and water stations on main road, . . . 12
Value of real estate held by the company, exclusive of
roadway, in Pennsylvania, \$50 00
Number of tunnels, None.
How is track laid and on what foundation? Cross-ties, stone and slag
ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight,	1	\$3,500	00
Number of second-class passenger cars,	1	800	00
Number of freight cars,	1	150	00
Number of coal, ore, and stone cars,	16	135	00

What kind of train-brake is in use on your road? Chain.
Average number of cars in passenger trains, including bag-
gage cars, None.
Average number of cars in freight trains, 1
Average weight of freight trains, including locomotive and
tender, in working order, 70 tons.

Employees.

Average number of persons regularly employed by com-
pany, including officials, 7
Same in Pennsylvania, 7

DOINGS OF THE YEAR.
Transportation and Total miles run.

Number of miles run by passenger trains, None.
Number of miles run by freight trains, 3,000
Number of passengers (all classes) carried in cars, . . . 976
Number of passengers carried one mile, 3,416
Number of passengers carried one mile in Pennsylvania, All.
Number of tons of 2,000 pounds of through freight for the
year on main road, 14,208²⁶⁹/₂₀₀₀
Number of tons of freight carried one mile, 49,728²⁴¹/₂₀₀₀
Number of tons of freight carried one mile in Pennsylvania,
All.
Gross amount of tonnage for the year, (2,000 pounds per
ton,) 14,208²⁶⁹/₂₀₀₀

Average rate of speed adopted by ordinary passenger trains,
including stops, (miles per hour,)

6

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	117	July, 1881,	142
February, 1881,	77	August, 1881,	41
March, 1881,	76	September, 1881,	51
April, 1881,	67	October, 1881,	78
May, 1881,	85	November, 1881,	44
June, 1881,	133	December, 1881,	65

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Iron and other ores,

14,208²⁵⁹₃₀₀

Rate of Fare for Passengers charged for the respective classes per mile.

For second-class through passengers,

3 cents.

Rate per ton, (of 2,240 pounds) per mile charged for Freight.

For through freight, 35 cents for 2,240 pounds, per ton per
3½ miles.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
January, 1881,	\$11	70	. . . . .	. . . . .	. . . . .
February, 1881,	7	70	. . . . .	. . . . .	. . . . .
March, 1881,	7	60	. . . . .	. . . . .	. . . . .
April, 1881,	6	70	. . . . .	. . . . .	. . . . .
May, 1881,	8	50	. . . . .	. . . . .	. . . . .
June, 1881,	13	30	. . . . .	. . . . .	. . . . .
July, 1881,	14	20	. . . . .	. . . . .	. . . . .
August, 1881,	4	10	. . . . .	. . . . .	. . . . .
September, 1881,	5	10	. . . . .	. . . . .	. . . . .
October, 1881,	7	80	. . . . .	. . . . .	. . . . .
November, 1881,	4	40	. . . . .	. . . . .	. . . . .
December, 1881,	6	52	. . . . .	. . . . .	. . . . .
Total,	\$97	62	. . . . .	. . . . .	. . . . .

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
January, 1881,	\$376	10	. . . . .	. . . . .	. . . . .
February, 1881,	360	78	. . . . .	. . . . .	. . . . .
March, 1881,	417	65	. . . . .	. . . . .	. . . . .
April, 1881,	297	67	. . . . .	. . . . .	. . . . .
May, 1881,	241	94	. . . . .	. . . . .	. . . . .
June, 1881,	519	24	. . . . .	. . . . .	. . . . .
July, 1881,	506	13	. . . . .	. . . . .	. . . . .
August, 1881,	390	17	. . . . .	. . . . .	. . . . .
September, 1881,	244	00	. . . . .	. . . . .	. . . . .
October, 1881,	165	04	. . . . .	. . . . .	. . . . .
November, 1881,	395	26	. . . . .	. . . . .	. . . . .
December, 1881,	496	10	. . . . .	. . . . .	. . . . .
Total,	\$4,410	08	. . . . .	. . . . .	. . . . .

Total passenger earnings for the year,	\$97	62
Total earnings from all other sources,	4,410	08
Total earnings for the year,	\$4,507	70

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$962	09
Total for maintenance of way,	\$962	09
Cost per mile of road kept in repair,	\$274	29
Proportion for Pennsylvania, All.		

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives and freight cars,	\$1,010	56
Total for maintenance of motive power and cars,	\$1,010	56
Cost per mile of road operated,	\$288	78

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to freight department,	\$2,229	90
Fuel—coal,	232	06
Oil and waste,	33	46
Taxes,	29	52
Insurance,	7	50
Total miscellaneous,	\$2,532	44
Amount per mile of road operated, All.	\$723	55
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	4,505	09
Total charged to road and equipment,	1,287	17
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, through,	\$97 62	
Freight transportation, through,	4,410 08	
	\$4,507	70
Total,	\$4,507	70
Operating Expenses.		
Maintenance of way and buildings,	\$962 09	
Maintenance of motive power and cars,	1,010 56	
Miscellaneous,	2,532 44	
Total operating expenses,	4,505	09
Net earnings,	\$2	61
Earnings per mile of road operated,	\$1,287	91
Expenses per mile of road operated,	1,287	17
Net earnings,	\$0	74

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? None.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	633 shares.
Amount of stocks issued as stock dividends, and date of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

Balance for the year or surplus,	\$2	61
Surplus at commencement of the year,	,881	30
Total surplus,	\$883	91
Surplus invested as follows:		
Cash and loans,	\$883	91

STATE OF PENNSYLVANIA, { ss:
County of Westmoreland, }

Personally appeared before me, Daniel H. Pershing, president, and Nathaniel Miles, treasurer, of the Greenlick Narrow Gauge Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)	DANIEL H. PERSHING, <i>President.</i>
	NATHANIEL MILES, <i>Treasurer.</i>

Sworn and subscribed before me, this 21st day of January, A. D. 1882
THOMAS W. AULT, *Justice of the Peace.*

REPORT
OF THE
Hanover and York Railroad Company, for the year ending November —, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John S. Young, President,	Hanover, Pa.
A. J. Frey, Vice President,	York, Pa.
Lewis Grove, Secretary,	Hanover, Pa.
John H. Alleman, Treasurer,	Hanover, Pa.

General offices at Hanover, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George D. Klinefelter,	Hanover, Pa.
Isaac Loucks,	Hanover, Pa.
S. H. Bechtol,	Hanover, Pa.
William J. Young,	Hanover, Pa.
William Young, senior,	Hanover, Pa.
P. H. Glatfelter,	Spring Grove, Pa.
David E. Small,	York, Pa.
W. L. Small,	York, Pa.
Michael Schall,	York, Pa.
E. G. Smyser,	York, Pa.
A. J. Frey,	York, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock, amount subscribed,	207,350	00
Capital stock, total amount now paid in,	207,350	00
Capital stock, number of shares issued, 4,147		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1895, bear interest at 5 per cent., which is payable,) amount,	\$150,000	00
Total amount now of funded debt,	\$150,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property: Certificates of indebtedness, 7 per cent., \$35,000 00		
The amount now of floating debt,	35,000	00
Total amount now of floating and funded debt,	\$185,000	00
Funded debt as per last report, \$150,000 00		
Floating debt as per last report, 35,000 00		
Total cash realized from capital stock and debt,	\$392,350	00

CHARACTERISTICS OF ROAD.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Hanover Junction, Hanover and Gettysburg, at Hanover, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

MONTHLY EARNINGS FOR THE YEAR.

Total earnings for the year,	\$67,625	41
Total receipts from all sources on whole lenght of line,	\$67,625	41
Proportion of earnings in Pennsylvania, to earnings of whole line: All in Pennsylvania.		

OPERATING EXPENSES.

Maintenance of way and buildings,	\$43,540 80		
Maintenance of motive power and cars,			
Miscellaneous: State taxes, \$806 93; sundries, \$143 41,			
Total operating expenses,	\$44,491	14	
Net earnings,	\$23,134	00	

The Hanover and York Railroad Company has been leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine years. The Pennsylvania Railroad Company to pay to the Hanover and York Railroad Company all earnings over and above operating expenses.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$207,350
Amount of stock issued as stock dividends, and dates of issue,	None.

Number and per cent. of dividends: Two of two per cent. each.	\$8,294	00
Amount paid in dividends,		

STATE OF PENNSYLVANIA, } ss :
County of York, }

Personally appeared before me, John S. Young, president, and John H. Alleman, treasurer, of the Hanover and York Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct

statement of the condition and affairs of said company, for the financial year ending November —, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

JOHN S. YOUNG, *President.*
J. H. ALLEMAN, *Treasurer.*

Sworn and subscribed before me, this 24th day of January, A. D. 1882.
A. N. MICHAEL, *Notary Public.*

REPORT

OF THE

Hanover Junction, Hanover and Gettysburg Railroad
Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
A. W. Eichelberger, President,	Hanover, Pa.
R. M. Wirt, Secretary,	Hanover, Pa.
R. A. Eichelberger, Treasurer,	Hanover, Pa.
D. A. Wills, General Solicitor,	Gettysburg, Pa.
J. J. Bingley, Chief Engineer,	Hanover, Pa.
H. A. Young, General Superintendent,	Hanover, Pa.

General offices at Hanover, Pa.

Names of Directors.	Residences.
Jacob Forney,	Hanover, Pa.
Peter Flickinger,	Hanover, Pa.
Stephen Keefer,	Hanover, Pa.
John Nyman,	Hanover, Pa.
William Grumbine,	Hanover, Pa.
R. Young,	Hanover, Pa.
R. M. Wirt,	Hanover, Pa.
D. A. Wills,	Gettysburg, Pa.
M. Eichelberger,	Gettysburg, Pa.
William Buehler,	Baltimore, Md.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	116,850	00
Capital stock, total amount now paid in,	116,850	00
Capital stock, number of shares issued,	2,337	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1894, bear interest at 6 per cent., which is payable,) amount,	\$208,000	00
Total amount now of funded debt,	\$208,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: For building Baltimore and Hanover railroad,	\$10,000	00
The amount now of floating debt,	10,000	00
Total amount now of floating and funded debt,	\$218,000	00
Funded debt as per last report,	\$208,000	00
Floating debt as per last report,	15,000	00
Total cash realized from capital stock and debt,	\$321,648	00

COST.

Total cost of entire road to date,	\$338,704	00
Average of same per mile of road laid,	\$12,956	80
Proportion of same for Pennsylvania,	12,956	80
Total cost of entire equipment,	\$126,193	00
Average cost of equipment per mile of road operated by company,	4,206	43
Proportion of same to Pennsylvania,	4,204	43
Cost of road and equipment per mile,	17,163	23
Proportion of same for Pennsylvania,	17,163	23

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Gettysburg to Hanover Junction,	30	30
Length of single main track,	30	30
Aggregate length of main line and branches,	30	30
Aggregate length of sidings and other track not above enumerated,	2,176	2,176
Aggregate length of main line, branches, leased roads, sidings, and other track,	32,176	32,176

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use,	26½
Miles of steel rail in use,	3½
Weight of rail per yard, { Iron,	56 pounds.
{ Steel,	56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	20
Wooden bridges, number of, 19; aggregate length,	433 feet.
Iron bridges, number of, 1; aggregate length,	120 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Hanover and York railroad, at Hanover.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 14; freight, 16; total,	16
Number of engine-houses and shops in Pennsylvania, 5; total number entire road,	5
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclusive of roadway,	\$17,000 00
How is track laid and on what foundation? On oak ties resting on stone ballast.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	8	\$9,300	00
Number of locomotives of more than 20 tons weight,	5	6,665	00
Number of locomotives of more than 10 tons weight,	1	1,000	00
Number of first-class passenger cars,	9	2,000	00
Number of second-class passenger cars,	3	2,000	00
Number of baggage, mail, and express cars,	2	1,000	00
Number of freight cars, { House cars,	42	568	00
{ Trucks,	10	100	00
Number of coal, ore, and stone cars,	52	210	00
Number of caboose cars and stock cars,	11	450	00

What kind of train-brake is used on your road? Loughridge air-brake.	
Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	14
Average weight of passenger trains, including locomotive and tender, in working order,	90 tons.
Average weight of freight trains, including locomotive and tender, in working order,	360 tons.

Employees.

Average number of persons regularly employed by company, including officials,	95
Same in Pennsylvania,	95

DOINGS OF THE YEAR.
Transportation and Total miles run.

Number of miles run by passenger trains, this includes miles run on other roads worked by this company, . .	74,010
Number of miles run by freight trains, this includes miles run on other roads worked by this company,	78,277
Number of through passengers for the year on main road,	24,232
Number of passengers (all classes) carried in cars,	48,240
Number of passengers carried one mile,	777,580
Number of passengers carried one mile in Pennsylvania,	777,580
Number of tons of 2,000 pounds of through freight for the year on main road,	18,038 ¹⁰⁰¹ ₁₀₀₀
Number of tons of freight carried one mile,	803,391 ³⁴³ ₁₀₀₀
Number of tons of freight carried one mile in Pennsylvania,	803,391 ³⁴³ ₁₀₀₀
Gross amount of tonnage for the year, (2,000 pounds per ton,)	93,460 ¹¹²³ ₁₀₀₀
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	24
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	2,360	July, 1881,	5,003
February, 1881,	2,453	August, 1881,	7,000
March, 1881,	3,573	September, 1881,	4,577
April, 1881,	3,568	October, 1881,	4,521
May, 1881,	4,242	November, 1881,	3,375
June, 1881,	3,685	December, 1881,	3,755

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal, 11,483 ³¹⁰ ₂₀₀₀	Merchandise and manufactures, 11,646 ³¹⁷ ₂₀₀₀
Iron and other ores, 31,910 ³⁵⁰ ₂₀₀₀	Live stock, 2,569 ³³³ ₂₀₀₀
Stone and lime, 15,742 ³⁸⁸ ₂₀₀₀	Lumber, 8,372 ⁴¹² ₂₀₀₀
Agricultural products, 9,399 ³⁰⁴ ₂₀₀₀	Other articles, 2,337 ⁴⁵⁵ ₂₀₀₀

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2 ³ ₄ cents.
For first-class way passengers,	3 ¹ ₂ cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	3 ³⁵ ₁₀₀ cents.
For through coal, per ton per mile,	2 ³ ₄ cents.
For local freight, per ton per mile,	4 cents.
For local coal, per ton per mile,	2 ³ ₄ cents.

MONTHLY EARNINGS FOR THE YEAR.**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$403	15	\$611	74	\$1,014	89
February, 1881,	883	84	658	51	1,042	35
March, 1881,	560	00	877	88	1,437	88
April, 1881,	657	52	799	35	1,456	87
May, 1881,	866	03	926	36	1,792	39
June, 1881,	907	61	742	22	1,649	83
July, 1881,	1,325	50	851	62	2,177	12
August, 1881,	2,087	09	768	54	2,855	63
September, 1881,	1,090	31	869	94	1,960	25
October, 1881,	1,221	71	829	39	2,051	10
November, 1881,	599	63	775	81	1,375	44
December, 1881,	609	97	927	69	1,537	66
Total,	\$10,712	86	\$9,639	05	\$20,351	41

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$888	71	\$2,034	98	\$2,923	69
February, 1881,	554	77	2,419	73	2,974	50
March, 1881,	1,015	21	1,918	18	2,928	34
April, 1881,	853	33	2,436	01	3,289	34
May, 1881,	881	43	2,560	12	3,391	55
June, 1881,	640	84	1,609	08	2,249	92
July, 1881,	465	95	1,386	60	1,852	55
August, 1881,	778	51	2,579	43	3,357	94
September, 1881,	729	29	2,288	56	3,017	85
October, 1881,	582	33	2,363	35	2,945	68
November, 1881,	513	29	2,291	96	2,805	25
December, 1881,	500	10	2,263	94	2,764	04
Total,	\$8,853	76	\$26,146	89	\$34,500	65

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,	\$167	00	\$45	00	\$1,683	91	\$1,895	91
February, 1881,	167	00	41	50	1,765	63	1,974	13
March, 1881,	167	00	63	50	2,329	30	2,559	80
April, 1881,	167	00	70	00	3,578	61	3,815	61
May, 1881,	167	00	53	75	1,741	21	1,961	96
June, 1881,	167	00	59	25	1,861	00	2,087	25
July, 1881,	167	00	49	50	1,948	63	2,165	13
August, 1881,	167	00	51	00	2,263	55	2,481	55
September, 1881,	167	00	50	25	2,413	78	2,631	03
October, 1881,	167	00	49	50	2,044	37	2,260	37
November, 1881,	167	00	59	00	2,617	70	2,843	70
December, 1881,	167	00	71	50	2,557	12	2,795	62
Total,	\$2,004	00	\$663	75	\$26,804	81	\$29,472	56

Total passenger earnings for the year,	\$20,351	41
Total freight earnings for the year,	34,500	65
Total earnings from all other sources,	29,472	58
Total earnings for the year,	\$84,324	63
Total receipts from all sources on whole length of line,	\$84,324	63
Proportion of earnings in Pennsylvania to earnings of whole line,	84,324	63

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Engine-houses, car sheds, wood and coal sheds, water-tanks, and addition to engine-house,	\$1,000	00
New freight cars, number of, 19,	12,720	00
New machine-shops, machinery, and tools,	493	80
Any other expenditures chargeable to this account: Re-building cars,	3,012	00
Total,	\$17,235	80
Proportion for Pennsylvania,	\$17,235	80

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$8,522	20
New iron rails, exchanged for old rails, number of tons, 56,	1,170	20
New steel rails, number of tons, 81,	4,808	00
Repairs of bridges,	855	80
All other expenses for maintenance of way,	180	00
Total for maintenance of way,	\$15,086	00
Cost per mile of road kept in repair,	\$502	80
Proportion for Pennsylvania,	502	80

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$5,109	00
Repairs of passenger, baggage, and mail cars,	2,218	00
Repairs of freight cars,	534	00
All other expenses for maintenance of motive power and cars,		
Total for maintenance of motive power and cars,	\$7,923	00
Cost per mile of road operated,	\$264	00
Proportion for Pennsylvania,	264	00

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	}	\$12,234	35
Salaries, wages, and incidentals chargeable to freight department, . .			
Fuel—number cords of wood, 315; cost,		945	00
Fuel—number tons of coal, 2,472; cost,		9,022	16
Oil and waste,		1,765	87
Damage for loss of goods and baggage,		29	60
Taxes,		1,183	16
Insurance,		52	73
Telegraph expenses,		311	50
Amount paid other corporations or individuals for use of all other cars, .		414	08
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .		4,928	19
Total miscellaneous,		\$30,884	64
Amount per mile of road operated,		\$1,029	48
Proportion for Pennsylvania,		1,029	48
Total expenditures for operating the road,		53,893	67
Total charged to road and equipment,		71,129	56
Expenses per mile of road operated,		1,796	45
Expenses per mile of single track operated, not including sidings, . .		1,796	45
Expenses per train mile,			35½
Proportion for Pennsylvania,			35½

EARNINGS.

Passenger transportation, local,	\$9,639 03	} Total, .	\$20,351	41
Passenger transportation, through,	10,712 36			
Freight transportation, local,	\$26,146 89	} Total, .	34,500	65
Freight transportation, through,	8,353 76			
Mail service,			2,004	00
Express service,			663	75
Rents,			338	00
All other sources of income,			26,466	81
Total,			\$84,324	62
Operating Expenses.				
Maintenance of way and buildings,	\$15,086 07			
Maintenance of motive power and cars,	7,922 96			
Miscellaneous,	30,884 64			
Total operating expenses, being 64 per cent. of earnings,			53,893	67
Net earnings,			\$30,430	95
Earnings per mile of road operated,			\$2,810	82
Expenses per mile of road operated,			1,796	45
Net earnings,			\$1,014	37

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company; through rate, twenty cents per hundred pounds.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? They pay us \$2,004 per annum.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 2,337 shares.
Rate and date of all cash dividends on stock of original and consolidated companies: One of two per cent. in May, and the same in November.

Number and per cent. of dividends,	Two of two per cent.		
Amount paid in dividends,		\$4,674	00
Surplus at commencement of the year,		\$81,989	50
Total surplus,		56,784	56
Surplus invested as follows:			
Cash and loans,		\$8,498	34
Balance of accounts due company,		19,339	27
Material, fuel, and stores,		3,000	00
Other items,		25,946	95

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,
Others,	1	. . . . .	1	. . . . .
Total,	1	. . . . .	1	. . . . .

Statement of each Accident.

John Rohrbaugh, a deaf man, while walking on the track, near Valley Junction, was run over and killed by a train coming on him, around a curve, before those in charge of the engine could stop the train; he was killed on the 9th of July.

STATE OF PENNSYLVANIA, }
County of York, } ss:

Personally appeared before me, A. W. Eichelberger, president, and R. A. Eichelberger, treasurer, of the Hanover Junction, Hanover and Gettysburg Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare

them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

A. W. EICHELBERGER, *President.*
R. A. EICHELBERGER, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1882.
C. W. FORNEY,
Justice of the Peace, Hanover, Pa.

REPORT

OF THE

Harrisburg, Portsmouth, Mt. Joy and Lancaster
Railroad Company, for the year ending
December 31, 1881.

OFFICERS.

Names.	Residences.
Edmund Smith, President,	Philadelphia.
Taber Ashton, Secretary and Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia.

Names of Directors.	Residences.
Edmund Smith,	Philadelphia.
George B. Roberts,	Philadelphia.
Wistar Morris,	Philadelphia.
John M. Kennedy,	Philadelphia.
N. Parker Shortridge,	Philadelphia.
James Young,	Middletown, Pa.
Lewis Elkin,	Philadelphia.
A. J. Casatt,	Philadelphia.
John P. Green,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,500,000	00
Capital stock authorized by votes of company,	1,182,550	00
Capital stock, amount subscribed,	1,182,550	00
Capital stock, total amount now paid in,	1,182,550	00
Capital stock, number of shares issued,	23,651	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1883, bear interest at 6 per cent., which is payable January 1 and July 1,) amount,	\$700,000	00
Total amount now of funded debt,	\$700,000	00
Floating Debt.		
Total amount now of floating and funded debt,	700,000	00
Funded debt as per last report,	\$700,000	00
Total cash realized from capital stock and debt,	\$1,882,550	00

COST.

Total cost of entire road to date of lease, \$1,882,550 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Dillerville to Harrisburg,	35.59	35.59
Length of single main track,	25.58	25.58
Length of double main track,	10.01	10.01
Branches.		
Columbia branch, from Columbia to } Length of branch,	18.16	18.16
Middletown, } Length of double track, . .	18.16	18.16
Aggregate length of main line and branches,	53.75	53.75
Aggregate length of sidings and other track not above enumerated,	13.08	13.08
Aggregate length of main line, branches, leased roads, sidings, and other track,	95.00	95.00

Gauge.

What is the gauge of your lines? 4 feet 9 inches

Track.

Miles of iron rail track in use, 7.38
Miles of steel rail track in use, 87.62
Weight of rail per yard, { Iron, 56 to 67 lbs.
 Steel, 56 to 67 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 51
Wooden bridges, number of, 3 ; aggregate length, 834 feet.
Stone bridges, number of, 2 ; aggregate length, 85 feet.
Iron bridges, number of, 46 ; aggregate length, 1,415 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Reading and Columbia railroad, at Landisville.

Stations.

Number of stations on main road : Passenger, 10 ; freight,
2 ; total, 10

Number of stations on branches : Passenger 13 ; freight,
10 ; total, 22

Number of engine-houses and shops in Pennsylvania, 1 ;
total number entire road, 1

Number of wood and water stations on main road, 4

Number of wood and water stations on branches, 4

Number of tunnels, 1 ; aggregate length, 168 feet.

How is track laid, and on what foundation? White oak cross-ties, on
broken stone ballast.

For "doings of the year" you are referred to report of lessee.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued :
None.

Amount of common stock now outstanding, \$1,182,550 00

Rate and date of all cash dividends on stock of original and consolidated
companies : January 10 and July 10, 1881, 3½ per cent. each.

This road is leased to the Pennsylvania Railroad Company for nine hun-
dred and ninety-nine years, from January 1, 1861.

Number and per cent. of dividends: Two, 3½ per cent. each.		
Amount paid in dividends,	\$82,778	50

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss :

Personally appeared before me, Edmund Smith, president, and Taber
Ashton, treasurer, of the Harrisburg, Portsmouth, Mt. Joy and Lancaster
Railroad Company, who, being duly affirmed, do declare and say that they
caused the foregoing statements to be prepared by the proper officers and
agents of this company, and having carefully examined the same, declare
them to be a true, full, and correct statement of the condition and affairs
of said company. for the financial year ending December 31, A. D. 1881,
according to the best of their knowledge and belief.

(Signed)EDMUND SMITH, *President.*
T. ASHTON, *Treasurer.*

Affirmed and subscribed before me, this 9th day of February, A. D. 1882.
JNO. C. SIMS, Jr., *Notary Public.*

R E P O R T
OF THE
*Harrisburg and Potomac Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Cary W. Ahl, President,	Boiling Springs, Pa.
Asbury Derland, Secretary,	Boiling Springs, Pa.
Thomas W. Ahl, Treasurer,	Boiling Springs, Pa.
F. H. Thomas, Chief Engineer,	Boiling Springs, Pa.
Robert H. Middleton, General Superintendent,	Boiling Springs, Pa.
General offices at Boiling Springs, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Daniel V. Ahl,	Newville, Pa.
Cary W. Ahl,	Boiling Springs, Pa.
Asbury Derland,	Boiling Springs, Pa.
Joshua Hunt,	Catasauqua, Pa.
John Moore,	Dickinson, Pa.
J. J. Dull,	Harrisburg, Pa.
A. M. Eichelberger,	Hanover, Pa.
Peter Laucks,	Bowmansdale, Pa.
L. W. Helkes,	York Springs, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$500,000	00
Capital stock, amount subscribed: Main line, 1,739; Y. S. B., 444½,		218,350	00
Capital stock, total amount now paid in,		379,165	20
Capital stock, number of shares issued,	8,810½		
Capital stock, number of shares not issued but paid for,	400		
Capital stock, amount paid in on each share,		100	00
Capital stock, par value of each share,		100	00

DEBT.

Funded Debt.			
First mortgage bonds, (due January 1, 1904, bear interest at 7 per cent., which is payable July and January,) amount,		\$507,200	00
Total amount now of funded debt,		\$507,200	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$79,915 60		
The amount now of floating debt,		79,915	60
Total amount now of floating and funded debt,		\$587,115	60
Funded debt as per last report,	\$507,200 00		
Floating debt as per last report,	11,000 00		

COST.

Total cost of entire road to date,	\$840,115	67
Average of same per mile of road laid,	\$29,872	13
Total cost of entire equipment,	\$16,016	05
Average cost of equipment per mile of road operated by company, .	569	45
Cost of road and equipment per mile,	30,441	58

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bowmansdale to Leesburg,	27.9	27.9
Branches.		
Philadelphia and Reading ore banks } Length of branch, .	2	2
branch, from main line, near Bolling } Length of single track, .	2	2
Springs, to ore banks,		
Aggregate length of main line and branches,	29.9	29.9
Aggregate length of sidings and other track not above enumerated,	1	1
Aggregate length of main line, branches, leased roads, sidings, and other track,	30.9	30.9

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 30.9

Weight of rail per yard, iron, 56 pounds.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? South Mountain Iron Company's railroad, near Mt. Holly Springs, Pa.; Mechanicsburg and Dillsburg railroad, two miles north of Dillsburg, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 17; freight, 17; total, 17

Number of stations on branches, None.

Number of engine-houses and shops in Pennsylvania, 2; total number entire road, 2

Number of wood and water stations on main road, 4

Value of real estate held by the company, exclusive of road-way,	\$77,692 36
Value of real estate held by the company, exclusive of road-way, in Pennsylvania,	77,692 36
How is track laid and on what foundation? Cross-ties and stone ballast	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	1	\$7,000 00
Number of locomotives of more than 20 tons weight,	1	2,500 00
Number of second-class passenger cars,	1	500 00
Number of baggage, mail, and express cars,	1	700 00
Number of freight cars: House cars, 1; trucks, 4, total, . .	5	700 00
Number of coal, ore, and stone cars,	6	125 00

What kind of train-brake is in use on your road? Westinghouse air-brake on passenger car, hand-brake on freight and mixed trains.	
Average number of cars in passenger trains, including baggage cars,	9
Average number of cars in freight trains,	25

Employees.

Average number of persons regularly employed by company, including officials,	50
---	----

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger, freight, and coal trains, mixed,	22,295
Number of passengers (all classes) carried in cars,	9,545
Gross amount of tonnage for the year, (2,000 pounds per ton,)	41,306,511
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops, (miles per hour,)	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	310	September, 1881,	302
February, 1881,	282	October, 1881,	322
March, 1881,	480	November, 1881,	321
April, 1881,	480	December, 1881,	702
May, 1881,	492		
June, 1881,	507		9,545
July, 1881,	538		
August, 1881,	3,657		

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	4,551 ²⁰¹ ₂₀₀₀	Stone and lime,	78
Bituminous coal,	785 ⁵⁴⁷ ₂₀₀₀	Agricultural products,	4,123 ¹⁸⁸¹ ₂₀₀₀
Petroleum and other oils,	11 ²²⁸ ₂₀₀₀	Merchandise and manufactures,	5,842 ¹¹⁶¹ ₂₀₀₀
Pig iron,	3,418 ¹¹⁸ ₂₀₀₀	Other articles,	89 ¹⁸² ₂₀₀₀
Railroad iron,	349 ¹²⁷³ ₂₀₀₀		
Other iron or castings,	102 ⁴⁰⁸ ₂₀₀₀		
Iron and other ores,	21,969 ⁴¹⁸ ₂₀₀₀		
			<u>41,806⁸⁰⁴₂₀₀₀</u>

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3½ cents.
For first-class way passengers,	4 cents.

Rate per ton (of 2,000 pounds, per mile charged for Freight.

For through freight, per ton per mile,	4 cents.
For through coal, per ton per mile,	4 cents.
Iron ores, per ton per mile,	3½ cents.
For local freight, per ton per mile,	8 cents.
For local coal, per ton per mile,	6 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,		\$74 78	
February, 1881,		62 40	
March, 1881,		105 55	
April, 1881,		108 23	
May, 1881,		99 90	
June, 1881,		106 58	
July, 1881,		107 30	
August, 1881,		1,243 59	
September, 1881,		213 55	
October, 1881,		144 85	
November, 1881,		145 30	
December, 1881,		157 00	
Total,		\$2,568 98	

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,		\$966 90	
February, 1881,		1,210 18	
March, 1881,		1,848 36	
April, 1881,		1,209 07	
May, 1881,		1,139 72	
June, 1881,		1,048 30	
July, 1881,		842 62	
August, 1881,		1,185 50	
September, 1881,		1,145 53	
October 1881,		1,255 59	
November, 1881,		935 79	
December, 1881,		751 07	
Total,		\$18,088 68	

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,			\$0	71	\$34	94	\$35	65
February, 1881,				81	42	75	43	58
March, 1881,			1	33	89	16	40	49
April, 1881,			1	17	43	06	44	28
May, 1881,				72	27	23	27	96
June, 1881,				40	80	69	31	09
July, 1881,				56	15	86	16	42
August, 1881,				48	8	96	9	44
September, 1881,				49	25	07	25	58
October, 1881,			2	87	23	35	25	72
November, 1881,	\$1,260	21	5	56	12	12	1,277	89
December, 1881,			4	85	11	91	16	78
Total,	\$1,260	21	\$19	45	\$315	10	\$1,594	78

Total passenger earnings for the year,	\$2,568	98
Total freight earnings for the year,	13,033	08
Total earnings from all other sources,	1,594	78
Total earnings for the year,	\$17,202	87
Total receipts from all sources on whole length of line,	\$17,202	87
Proportion of earnings in Pennsylvania, to earnings of whole line, All.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$11,033	84
Land or land damages,	344	00
Freight cars, second hand, number of, 6,	750	00
Total,	\$12,507	84
Proportion for Pennsylvania,	\$12,507	84

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$17,007	22
Repairs of bridges,	4,125	77
Total for maintenance of way,	\$21,132	99
Cost per mile of road kept in repair,	\$751	25
Proportion for Pennsylvania,	751	25

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,607	00
Repairs of passenger, baggage, and mail cars,	89	25
Repairs of freight cars,	284	00
Total for maintenance of motive power and cars,	\$2,722	25
Cost per mile of road operated,	\$96	75
Proportion for Pennsylvania,	96	75

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	}	\$3,358	78
Salaries, wages, and incidentals chargeable to freight department, . .			
Wages of switchmen, signalmen, gatekeepers, and watchmen,			
Fuel—number of tons of coal, 709; cost, \$3 50,		2,481	50
Oil and waste,		228	63
Taxes,		222	89
Rent: Soco, \$100; Brandt, \$120; general, \$147,		367	00
Telegraph expenses,		697	50
Amount paid other corporations or individuals for use of all other cars, .		246	70
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .		5,245	99
Total miscellaneous,		\$12,848	94
Amount per mile of road operated,		\$456	85
Proportion for Pennsylvania,		456	85
Total expenditures for operating the road,		36,704	18
Expenses per mile of road operated,		1,304	99
Expenses per mile of single track operated, not including sidings, . .		1,460	86
Expenses per train mile,		1	64
Proportion for Pennsylvania,		1	64

EARNINGS.

Passenger transportation, local,	}	Total,	\$2,568	98
Passenger transportation, through,				
Freight transportation, local,	}	Total,	13,088	63
Freight transportation, through,				
Mail service,			1,260	21
Express service,			19	45
All other sources of income,			315	10
Total,			\$17,202	87
Operating Expenses.				
Maintenance of way and buildings,		\$21,132	99	
Maintenance of motive power and cars,		2,722	25	
Miscellaneous,		12,848	94	
Total operating expenses, being 213 per cent. of earnings,			36,704	18
Deficit,			\$19,501	81
Earnings per mile of road operated,			\$611	64
Expenses per mile of road operated,			1,304	99
Deficit,			\$693	35

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company; \$2 per ton.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,260 21, compensation regulated by Government.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued :
None.

Amount of common stock now outstanding : 3,310½ shares.
Amount of stock issued as stock dividends, and dates of issue: None.
Rate and date of all cash dividends on stock of original and consolidated companies. None paid.

STATE OF PENNSYLVANIA, }
County of Cumberland, } ss :

Personally appeared before me, Carey W. Ahl, president, and Thomas W. Ahl, treasurer, of the Harrisburg and Potomac Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) C. W. AHL, *President.*
T. W. AHL, *Treasurer.*

Sworn and subscribed before me, this 22d day of February, A. D. 1882.
J. C. LEHMAN, *Justice of the Peace.*



REPORT
OF THE
Huntingdon and Broad Top Mountain Railroad and Coal Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
B. Andrews Knight, President,	Philadelphia, Pa.
J. P. Donaldson, Secretary and Treasurer,	Philadelphia, Pa.
James W. Paul, General Solicitor,	Philadelphia, Pa.
John Fulton, Consulting Engineer,	Johnstown, Pa.
George F. Gage, General Superintendent,	Huntingdon, Pa.

General offices at Philadelphia and Huntingdon, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Rathmell Wilson,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
William P. Jenks,	Philadelphia, Pa.
James Long,	Philadelphia, Pa.
James Whitaker,	Philadelphia, Pa.
Joseph H. Trotter,	Philadelphia, Pa.
Thomas R. Patton,	Philadelphia, Pa.
John Devereux,	Philadelphia, Pa.
Jacob Naylor,	Philadelphia, Pa.
Charles W. Wharton,	Philadelphia, Pa.
Samuel Field,	Philadelphia, Pa.
Daniel J. Morrell,	Johnstown, Pa.

CAPITAL STOCK.

Capital stock authorized by law, \$3,300,000; by merger Bedford rail-road, \$250,000,	\$3,550,000	00
Capital stock, amount subscribed,	3,189,450	00
Capital stock, total amount now paid in,	3,189,450	00
Capital stock, number of shares issued,	63,789	
Capital stock, amount paid in on each share issued,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due September 30, 1890, bear interest at 7 per cent., which is payable April and October,) amount,	\$416,000	00
Second mortgage bonds, (due January 31, 1895, bear interest at 7 per cent., which is payable February and August,) amount,	367,500	00
Consolidated mortgage bonds, (due March 31, 1895, bear interest at 5 per cent., which is payable April and October,) amount,	1,497,000	00
Scrip first and second mortgage, (due December 1, 1889, bear interest at 7 per cent., which is payable June and December,) amount,	118,895	00
Total amount now of funded debt,	\$2,399,395	00
Floating Debt.		
Funded debt, as per last report,	\$2,404,600	00
Floating debt, as per last report,	80,000	00

COST.

Total cost of entire road to date, as per construction and equipment account,	\$4,412,163	23
Total cost of entire equipment: See construction and equipment account.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Huntingdon, Pa., to Mount Dallas, Pa.,	45	45
Length of single main track,	45	45
Branches.		
Shoup's Run branch, from Saxton to Broad Top City,	Length of branch, 9½	9½
	Length of single track, 9½	9½
Six Mile Run branch, from Riddlesburg to Anderson mine,	Length of branch, 5½	5½
	Length of single track, 5½	5½
Sandy Run branch, from Hopewell to Lane mine,	Length of branch, 2½	2½
	Length of single track, 2½	2½
Aggregate length of main line and branches,	62½	62½
Aggregate length of sidings and other track not above enumerated,	16½	16½
Aggregate length of main line, branches, sidings, and other track,	78½	78½

Gauge. .

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use,	65½
Miles of steel rail in use,	13½
Weight of rail per yard, { Iron,	56 and 60 lbs.
{ Steel,	60 pounds.

(Main line all 60 pounds.)

Bridges and Trestles.

Number of bridges and trestles on whole line,	83
Wooden bridges, number of, 29; aggregate length, . . .	2,150 feet.
Stone bridges,	None.
Iron bridges, number of, 7; aggregate length,	292 feet.
Wooden trestles, number of, 47; aggregate length, . . .	8,851 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None cross.

What railroads cross your road, either over or under your grade, in this Commonwealth? * Robert H. Powell Narrow Gauge railroad, at two miles north of Saxton (under); * Kemble Coal and Iron Company Narrow Gauge, at one half mile south of Riddlesburg (over).

Stations.

Number of stations on main road: Passenger, 14; freight, 14; total,	28
Number of stations on branches: Passenger, 2; freight, 3; total,	5
Number of stations on leased roads,	None.
Number of engine-houses and shops in Pennsylvania: Three engine-houses, 1 shop; total number entire road, . . .	4
Number of wood and water stations on main road, . . .	8
Number of wood and water stations on branches,	2
Number of wood and water stations on leased roads, . . .	None.
Value of real estate held by the company, exclusive of roadway, in Pennsylvania: Two collieries and about 2,500 acres of coal land; cannot give cash value.	
Number of tunnels,	None.

How is track laid, and on what foundation? On oak cross-ties ballasted with furnace cinder.

* Both of these roads are for furnace purposes only.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	13	\$18,423	07
Number of locomotives of more than 20 tons weight,	5	11,504	79
Number of first-class passenger cars,	4	5,500	00
Number of second-class passenger cars,	1	3,000	00
Number of baggage, mail, and express cars,	2	3,000	00
Number of freight cars, { House cars, . 1 }	24	406	50
Trucks, . . 23 }			
Number of coal, ore, and stone cars,	28	364	29
Number of caboose cars,	9	456	00

What kind of train-brake is in use on your road? Westinghouse air-brake on passenger trains; hand-brake on freight trains.

Average number of cars in passenger trains, including baggage cars, 2

Average number of cars in freight trains, 28

Average weight of passenger trains, including locomotive and tender, in working order, 81 tons.

Average weight of freight trains, including locomotive and tender, in working order, 670 tons.

Employees.

Average number of persons regularly employed by company, including officials, about 190

Same in Pennsylvania, about 190

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 53,120

Number of miles run by freight trains, 27,900

Number of miles run by coal trains, 145,685

Number of through passengers for the year on main road, 10,151

Number of passengers (all classes) carried in cars, 72,541

Number of passengers carried one mile, 1,310,872

Number of passengers carried one mile in Pennsylvania, 1,310,872

Number of tons of 2,000 pounds of through freight for the year on main road, 448,269

Number of tons of freight carried one mile, 21,901,311

Number of tons of freight carried one mile in Pennsylvania, 21,901,311

Gross amount of tonnage for the year, (2,000 pounds per ton,) 683,423

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 22½

Average rate of speed adopted by express trains, including stops, (miles per hour,) 22½

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	3,784½	July, 1881,	8,827½
February, 1881,	4,050	August, 1881,	7,700½
March, 1881,	5,918	September, 1881,	7,424½
April, 1881,	6,334½	October, 1881,	7,102½
May, 1881,	6,115½	November, 1881,	6,789½
June, 1881,	6,173½	December, 1881,	7,830½

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	1,293	Agricultural products,	3,088
Bituminous coal,	518,420	Merchandise and manufactures,	22,568
Petroleum and other oils,	971	Live stock,	1,583
Pig iron,	23,223	Lumber,	29,231
Railroad iron,	1,850		
Other iron or castings,	369		683,423
Iron and other ores,	48,904		
Stone and lime,	82,618		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers, proximated,	3 cents.
For first-class way passengers, proximated,	3 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile, proximated, . . . . .	.94 cents.
For through coal, per ton per mile, proximated, . . . . .	.94 cents.
For local freight, per ton per mile, proximated,	3.55 cents.
For local coal, per ton per mile, proximated,	3.55 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$566	83	\$1,358	19	\$1,924	52
February, 1881,	621	00	1,376	66	1,997	66
March, 1881,	793	13	2,027	70	2,820	83
April, 1881,	830	98	2,167	28	2,998	21
May, 1881,	872	10	2,112	46	2,984	56
June, 1881,	1,043	55	2,084	97	3,128	52
July, 1881,	2,226	83	3,282	96	5,509	79
August, 1881,	2,290	28	2,190	98	4,481	26
September, 1881,	1,492	42	2,784	50	4,276	92
October, 1881,	1,174	50	2,304	18	3,478	68
November, 1881,	920	70	2,450	80	3,371	50
December, 1881,	872	10	2,709	29	3,581	39
Total,	\$13,703	87	\$28,849	97	\$40,553	84

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$13,889	42	\$7,037	37	\$20,876	79
February, 1881,	11,186	29	7,987	10	19,123	39
March, 1881,	18,135	34	10,441	06	28,576	40
April, 1881,	9,054	39	8,498	22	17,552	61
May, 1881,	12,298	01	7,518	72	19,816	73
June, 1881,	21,417	82	8,343	08	29,760	90
July, 1881,	16,405	62	8,787	97	25,193	59
August, 1881,	13,676	56	11,184	44	24,861	00
September, 1881,	19,049	90	10,244	01	29,293	91
October, 1881,	10,039	90	9,286	73	19,326	63
November, 1881,	13,488	67	9,734	28	23,222	95
December, 1881,	17,659	14	8,761	99	26,421	13
Total,	\$176,251	06	\$107,774	97	\$284,026	03

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,	\$227	21	\$161	12	\$69	00	\$457	33
February, 1881,	227	21	166	60	85	20	479	01
March, 1881,	227	22	239	46	85	99	552	67
April, 1881,	227	21	234	78	94	61	556	60
May, 1881,	227	21	300	77	219	59	747	57
June, 1881,	227	22	299	09	112	48	638	79
July, 1881,	227	21	329	93	109	73	666	87
August, 1881,	227	21	342	79	203	81	773	81
September, 1881,	451	30	280	88	53	65	785	83
October, 1881,	301	91	286	47	183	74	772	12
November, 1881,	301	91	306	16	143	53	751	60
December, 1881,	301	91	388	41	201	21	891	53
Total,	\$3,174	73	\$3,336	46	\$1,562	04	\$8,073	23

Total passenger earnings for the year,	\$40,553	84
Total freight earnings for the year,	284,026	03
Total earnings from all other sources,	8,073	23
Total earnings for the year,*	\$332,653	10
Total receipts from all sources on whole length of line,	\$332,653	10
Proportion of earnings in Pennsylvania to earnings of whole line,	332,653	10

* Total railroad receipts, as above, \$332,653 10

Total receipts from collieries and coal land, 1,199 15

\$333,852 25

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$654	15
Passenger and freight-houses, (station buildings at McConnelstown and Everett,)	3,006	76
Engine-houses, car sheds, wood and coal sheds, and water tanks,	1,258	57
Any other expenditures chargeable to this account, new bridges, &c.,	9,077	74
Total,	\$13,997	22
Proportion for Pennsylvania,	\$13,997	22

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$28,533	39
Iron rails, re-rolled, number of tons, 500 ⁴⁵⁰ / ₂₂₄₀ ,	9,412	57
New steel rails, number of tons, 150 ⁵⁵⁰ / ₂₂₄₀ ,	9,383	27
Repairs of bridges and trestles,	3,624	97
Repairs of buildings and fixtures,	1,396	06
All other expenses for maintenance of way,	2,608	68
Total for maintenance of way,	\$54,958	94
Cost per mile of road kept in repair,	\$696	12
Proportion for Pennsylvania,	696	12

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$8,158	10
Repairs of machinery,	1,063	59
Repairs of passenger, baggage, and mail cars,	1,634	51
Repairs of freight cars,	2,660	84
All other expenses for maintenance of motive power and cars,	8,800	13
Total for maintenance of motive power and cars,	\$22,317	17
Cost per mile of road operated,	\$282	67
Proportion for Pennsylvania,	282	67

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$10,542	85
Salaries, wages, and incidentals chargeable to freight department,	30,036	30
Wages of switchmen, signalmen, gatekeepers, and watchmen,	40	00
Fuel, number cords of wood, 76 ¹ / ₂ ; cost,	107	07
Fuel, number tons of coal, 7,757 ⁴²⁵ / ₂₀₀₀ ; cost,	7,870	51
Oil and waste,	1,771	48
Damages for injuries to persons,	115	25
Damage for loss of goods and baggage,	6	15
Damages to property, including damages by fire,	10	00
Taxes,	2,610	94
Insurance,	1,455	81
Telegraph expenses,	3,960	81
Amount paid other corporations or individuals for use of all other cars,	13,499	56
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	17,637	86
Total miscellaneous,	\$89,664	59
Amount per mile of road operated,	\$1,135	71
Proportion for Pennsylvania,	1,135	71
Total expenditures for operating the road,	166,940	70
Total charged to road and equipment,	18,997	23
Expenses per mile of road operated,	2,114	50
Expenses per mile of single track operated, not including sidings,	2,668	91

EARNINGS.

Passenger transportation, local,	\$26,849 97	} Total,	\$40,553	84
Passenger transportation, through,	13,703 87			
Freight transportation, local,	\$107,774 97	} Total,	284,026	03
Freight transportation, through,	176,251 06			
Mail service,			3,174	73
Express service,			3,336	46
Miscellaneous sources,			1,562	04
Total,			\$332,653	10
Total railroad receipts, as above,	\$332,653 10			
Total receipts from collieries and coal lands,	1,199 15			
	<u>\$333,852 25</u>			
Operating Expenses.				
Maintenance of way and buildings,	\$54,958 94			
Maintenance of motive power and cars,	22,317 17			
Miscellaneous,	89,664 59			
Total operating expenses, being 50.18 per cent. of earnings,			166,940	70
Net earnings,			\$165,712	40
Earnings per mile of road operated,			\$4,213	47
Expenses per mile of road operated,			2,114	50
Net earnings,			\$2,098	97

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company only. We furnish, and keep in repair, the cars, tracks, machinery, etc., and carry their freights at twenty-two cents per one hundred pounds, they paying monthly for same.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None run.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? For the first six months of 1881 we received \$227 21½ per month; for the last six months of 1881 we received \$301 93¾ per month.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued: 38,460 shares, \$1,923,000 00
Amount of common stock now outstanding: 25,329 shares, 1,266,450 00
Amount of stock issued as stock dividends, and dates of issue. None.
Rate and date of all cash dividends on stock of original and consolidated companies. None.

Surplus invested as follows:

Cash balance on hand January 1, 1882,	852,855	62
Balance of accounts due company,	25,908	18
Material, fuel, and stores,	10,209	07

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	· · ·	· · ·	· · ·	· · ·	· · ·	· · ·
Employees,	· · ·	2	1	9	1	11
Others,	· · ·	· · ·	· · ·	1	· · ·	1
Total,	· · ·	2	1	10	1	12

Statement of each Accident.

February 17, 1881. At Sandy Run junction, J. P. Abbott, engineer, had hip sprained; and James Herring, brakeman, had back sprained, by jumping from coal train, which had run off the track on account of misplaced switch.

April 6, 1881. In Saxton yard, W. D. Moffatt, brakeman, while using tank-pole to push a car, had his right foot jammed between the end of the pole and the car on which he was standing.

April 23, 1881. Near Long Siding, Philip Hartman, laborer, was undermining a bank of earth, when some of the earth fell down upon him, injuring him internally.

May 13, 1881. At same place, Samuel Johnson, laborer, was slightly injured in the same manner as Hartman.

June 6, 1881. Michael Gates, stealing ride from Riddlesburg to Hope-well, had leg broken between knee and ankle by jumping from train.

August 24, 1881. At Riddlesburg, G. D. Knee, conductor, attempting to jump on freight train while in motion, missed his hold on the car, and fell to the ground, striking the end of a cross-tie; injuries sustained were as follows: Cut above left eye, left hand cut and bruised, left shoulder bruised, and back slightly hurt.

August 29, 1881. At Everett station, Simon States, agent, attempting to jump on coal train while in motion, was thrown to the ground, sustaining the following injuries: Gash cut on head about three inches long, cut above eye, and shoulder badly bruised.

September 15, 1881. In Saxton yard, Silas White, fireman, standing on the rear end of engine-tank to make a coupling, fell, and was caught between the bumpers of the engine and car; he died in about half an hour after the accident.

November 22, 1881. In Saxton yard, J. H. Ramsey, brakeman, while coupling cars, had thumb of right hand crushed, and hand bruised ; thumb was taken off close to the hand.

December 10, 1881. At Brallier's siding, Thomas Bradley, brakeman, while coupling cars, had first three fingers of right hand bruised, no bones broken.

December 24, 1881. In Saxton yard, J. M. Herring, conductor, was thrown from top of car to ground, sustaining only slight bruises ; accident caused by cars running too fast on down grade, and colliding with other cars standing on side track.

December 28, 1881. In Saxton yard, Eli Reed, brakeman, while coupling cars, had thumb taken off, and first finger of right hand bruised.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, B. Andrews Knight, president, and J. P. Donaldson, treasurer, of the Huntingdon and Broad Top Mountain Railroad and Coal Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)B. ANDREWS KNIGHT, *President.*
J. P. DONALDSON, *Treasurer.*

Affirmed and subscribed before me, this 28th day of January, A. D. 1882.
THOMAS B. PROSSER, *Notary Public.*

REPORT

OF THE

Ironton Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Eli J. Saeger, President,	Allentown, Pa.
Charles Stewart Wurta, Secretary and Treasurer,	Philadelphia.
Robert McAllister, General Manager,	Allentown, Pa.
William Andrews, Superintendent,	Ironton, Pa.

General offices at Ironton, Lehigh county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
E. J. Saeger,	Allentown, Pa.
Robert McAllister,	Allentown, Pa.
Robert Lenox Kennedy,	New York, N. Y.
S. H. Kennedy,	New York, N. Y.
M. A. Wurts,	Philadelphia.
Charles Stewart Wurts,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	200,000	00
Capital stock, total amount now paid in,	200,000	00
Capital stock, number of shares issued,	4,000	
Capital stock, amount paid in on each share issued,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
Total amount now of funded debt, income bonds,	\$200,000	00
Floating Debt.		
Unfunded debt incurred for construction, equipment, or purchase of property, current liabilities over current resources, . . . \$3,233 61		
The amount now of floating debt,	3,233	61
Total amount now of floating and funded debt,	\$203,233	61
Funded debt, as per last report,	\$200,000	00
Floating debt, as per last report,	10,083	79

COST.

Total cost of entire road to date,	\$250,000	00
Average of same per mile of road laid,	\$25,000	00
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of entire equipment,	\$18,000	00
Average cost of equipment per mile of road operated by company,	1,800	00
Proportion of same to Pennsylvania, All in Pennsylvania.		
Cost of road and equipment per mile,	26,800	00
Proportion of same for Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Coplay to Ironton and Orefield, . . .	10	10
Length of single main track,	10	10
Aggregate length of main line and branches,	10	
Aggregate length of sidings and other track not above enumerated, about	4	
Aggregate length of main line, branches, leased roads, sidings, and other track,	14	

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail track in use, 10
Weight of rail per yard, iron, 50 to 57 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 11
Wooden bridges, number of, 11; aggregate length, . . . 368 feet.
Stone bridges, None.
Iron bridges, None.
Wooden trestles, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, None.
Number of stations on branches, None.
Number of stations on leased roads, None.
Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Number of wood and water stations on main road, . . . 2
Value of real estate held by the company, exclusive of road-
way, assessed, \$14,770 00
Value of real estate held by the company, exclusive of road-
way, in Pennsylvania, All in Pennsylvania.
How is track laid and on what foundation? Oak ties and furnace cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	2	
Number of freight cars, trucks,	1	

What kind of train-brake is in use on your road? Common brake.
Average number of cars in passenger trains, including baggage cars, None.
Average number of cars in freight trains, 30
Average weight of passenger trains, including locomotive and tender, in working order, None.
Average weight of freight trains, including locomotive and tender, in working order, 175 tons.

Employees.

Average number of persons regularly employed by com-	
pany, including officials,	13
Same in Pennsylvania,	All in Pennsylvania.

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	None.
Number of miles run by freight trains,	9,300
Number of miles run by coal trains,	None.
Number of through passengers for the year on main road,	None.
Number of passengers (all classes) carried in cars,	None.
Number of passengers carried one mile,	None.
Number of passengers carried one mile in Pennsylvania,	None.
Number of tons of 2,000 pounds of through freight for the year on main road,	136,637.16
Number of tons of freight carried one mile,	102,219.19
Number of tons of freight carried one mile in Pennsylvania,	102,219.19
Gross amount of tonnage for the year, (2,000 pounds per ton,)	136,637.16
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.)	None.
Average rate of speed adopted by express trains, including stops, (miles per hour,)	None.
Average rate of speed adopted by freight trains, including stops, (miles per hour.)	6

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	7,511.08	Stone,	54,015.06
Iron and other ores,	72,074.09	Other articles,	3,036.13

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	3 to 10 cents.
For through coal, per ton per mile,	3 to 10 cents.
For local freight, per ton per mile,	3 to 10 cents.
For local coal, per ton per mile,	3 to 10 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$2,290	15	. . . . .	. . . . .	. . . . .	. . . . .
February, 1881,	2,003	43	. . . . .	. . . . .	. . . . .	. . . . .
March, 1881,	2,870	31	. . . . .	. . . . .	. . . . .	. . . . .
April, 1881,	3,263	65	. . . . .	. . . . .	. . . . .	. . . . .
May, 1881,	3,070	98	. . . . .	. . . . .	. . . . .	. . . . .
June, 1881,	2,642	09	. . . . .	. . . . .	. . . . .	. . . . .
July, 1881,	2,737	48	. . . . .	. . . . .	. . . . .	. . . . .
August, 1881,	3,551	29	. . . . .	. . . . .	. . . . .	. . . . .
September, 1881,	3,849	12	. . . . .	. . . . .	. . . . .	. . . . .
October, 1881,	3,964	94	. . . . .	. . . . .	. . . . .	. . . . .
November, 1881,	3,075	71	. . . . .	. . . . .	. . . . .	. . . . .
December, 1881,	3,382	97	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$36,702	12	. . . . .	. . . . .	. . . . .	. . . . .

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,	\$27	07	. . . . .	. . . . .
February, 1881,	88	77	. . . . .	. . . . .
March, 1881,		90	. . . . .	. . . . .
April, 1881,		80	. . . . .	. . . . .
May, 1881,
June, 1881,
July, 1881,
August, 1881,	5	41	. . . . .	. . . . .
September, 1881,
October, 1881,	1	50	. . . . .	. . . . .
November, 1881,	3	20	. . . . .	. . . . .
December, 1881,	2	50	. . . . .	. . . . .
Total,	\$130	15	. . . . .	. . . . .

Total freight earnings for the year,	\$36,702	12
Total earnings from all other sources,	130	15
Total earnings for the year,	\$36,832	27
Proportion of earnings in Pennsylvania to earnings of whole line: All in Pennsylvania.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Engine-houses, car sheds, wood and coal sheds, and water tanks, . .	\$816	46
New locomotives,	7,439	76
Total,	\$8,056	22
Proportion for Pennsylvania, All in Pennsylvania.		

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$6,741	23
New iron rails: Number of tons, 20.		
All other expenses for maintenance of way, . . No separate account.		
Total for maintenance of way,	\$6,741	23
Cost per mile of road kept in repair,	\$481	51
Proportion for Pennsylvania, All in Pennsylvania.		

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$106	
Total for maintenance of motive power and cars,	\$106	69
Cost per mile of road operated,	\$7	62
Proportion for Pennsylvania, All in Pennsylvania.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to freight department, . .	\$8,504	06
Fuel—number cords of wood, 342; cost, at \$3,	110	25
Fuel—number tons of coal, 510.13; cost,	1,742	60
Oil and waste,	300	22
Taxes,	495	40
Amount paid other corporations or individuals for use of all other cars,	1,557	61
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	3,684	24
Total miscellaneous,	\$11,484	28
Amount per mile of road operated,	\$620	31
Proportion for Pennsylvania, All in Pennsylvania.		
Total expenditures for operating the road,	18,332	30
Total charged to road and equipment,	8,656	23
Expenses per mile of road operated,	1,309	45
Expenses per mile of single track operated, not including sidings, . .	1,833	23
Expenses per train mile,	1	97
Proportion for Pennsylvania, All in Pennsylvania.		

EARNINGS.

Freight transportation, local,	} Total,	\$36,702	12
Freight transportation, through,		130	15
All other sources of income,			
Total,		\$36,832	27
Operating Expenses.			
Maintenance of way and buildings,		\$6,741	23
Maintenance of motive power and cars,		106	69
Miscellaneous,		11,484	28
Total operating expenses, being 49 ²⁷ / ₁₀₀ per cent. of earnings, . . .		18,332	30
Net earnings,		\$18,499	97
Earnings per mile of road operated,		\$2,630	87
Expenses per mile of road operated,		1,309	45
Net earnings,		\$1,321	42

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Nothing to report.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Nothing.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Nothing.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 4,000 shares.

STATE OF PENNSYLVANIA, }
County of Lehigh, } ss:

Personally appeared before me, Eli J. Saeger, president, and Charles Stewart Wurts, treasurer, of the Ironton Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) ELI J. SAEGER, *President.*

CHARLES STEWART WURTS, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, A. D. 1882.

JAMES HAMMAN, *Alderman.*

Sworn and subscribed to before me, by Charles Stewart Wurts, on this 30th day of January, A. D. 1882.

JNO. C. SIMS, Jr., *Notary Public.*

REPORT
OF THE
*Jamestown and Franklin Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
James Miles, President,	Girard, Pa.
J. C. Cornwell, Secretary,	Stoneboro', Pa.
R. P. Cann, Treasurer,	Stoneboro', Pa.
General offices at Stoneboro', Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
James Mason,	Cleveland, Ohio.
J. C. Cornwell,	Stoneboro', Pa.
William Gibson,	Jamestown, Pa.
J. S. McCalmont,	Franklin, Pa.
S. P. McCalmont,	Franklin, Pa.
A. W. Raymond,	Franklin, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	634,050	00
Capital stock, total amount now paid in,	601,310	50
Capital stock, number of shares issued, 12,024		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1897, bear interest at 7 per cent., which is payable January and July,) amount,	\$368,000	00
Second mortgage bonds, (due January 1, 1894, bear interest at 7 per cent., which is payable June and December,) amount,	500,000	00
Total amount now of funded debt,	\$868,000	00
Floating Debt.		
Unfunded debt incurred for construction, equipment, or purchase of property, \$1,103,566 17		
The amount now of floating debt,	\$1,103,566	17
Total amount now of floating and funded debt,	\$1,971,566	17
Funded debt, as per last report, \$868,000 00		
Floating debt, as per last report, 1,076,852 87		
Total cash realized from capital stock and debt, say	\$2,500,000	00

COST.

Total cost of entire road to date,	\$2,533,551	73
Average of same per mile of road laid,	\$49,580	27
Proportion of same for Pennsylvania,	49,580	27
Total cost of entire equipment,	\$2,533,551	73

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Jamestown, Pa., to Oil City, Pa., . .	51.10	51 10
Branches.		
Coal Mine branch, length of branch,	2.03	2.03
Aggregate length of main line and branches,	53.13	52.13
Aggregate length of sidings and other track not above enumerated,	17.21	17.21
Length of track laid, if not completed,	70.34	70.34

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 56.92
Miles of steel rail in use, 13.42
Weight of rail per yard, { Iron, 50 to 60 lbs.
 { Steel, 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 19
Wooden bridges, number of, 9; aggregate length, 904 feet.
Iron bridges, number of, 1; aggregate length, 457 feet.
Wooden trestles, number of, 9; aggregate length, 1,035 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Erie and Pittsburgh railroad, at Jamestown, Pa.; New York, Pennsylvania and Ohio railroad, at Amasa, Pa.; New Castle and Oil City railroad, at Branch, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth? New York, Pennsylvania and Ohio railroad. (under,) at Franklin, Pa.

Stations.

Number of stations on main road: Passenger, 9; freight, 4; total, 13

Number of engine-houses and shops in Pennsylvania, 4;	
total number entire road,	4
Number of wood and water stations on main road, . . .	9
Number of tunnels, 1; aggregate length,	925 feet.

Equipment.

Equipped by lessee, Lake Shore and Michigan Southern Railway Company.

DOINGS OF THE YEAR.

See report of lessee, Lake Shore and Michigan Southern Railway Company.

MONTHLY EARNINGS FOR THE YEAR.**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1881,			\$1,735 01
February, 1881,			1,719 56
March, 1881,			2,325 63
April, 1881,			2,503 32
May, 1881,			2,080 74
June, 1881,			1,787 81
July, 1881,			2,596 06
August, 1881,			2,819 57
September, 1881,			2,812 32
October, 1881,			2,939 65
November, 1881,			2,470 12
December, 1881,			2,885 06
Total,			\$26,673 47

From Transportation of Freight.

MONTH.	Through.	Local.	Total.
January, 1881,			\$9,070 86
February, 1881,			7,071 63
March, 1881,			2,903 44
April, 1881,			8,114 60
May, 1881,			9,621 73
June, 1881,			7,960 70
July, 1881,			7,137 57
August, 1881,			9,891 68
September, 1881,			9,331 32
October, 1881,			10,836 26
November, 1881,			10,548 19
December, 1881,			10,069 21
Total,			\$101,477 48

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881, . . .	\$193	67	\$48	38	\$100	00	\$342	05
February, 1881, . .	193	67	40	55	. . . .	. .	234	22
March, 1881,	193	67	59	60	. . . 30	00	283	27
April, 1881,	193	67	73	57	. . . . .	. .	267	24
May, 1881,	193	67	116	43	. . . . .	. .	310	10
June, 1881,	193	67	183	20	. . . . .	. .	376	87
July, 1881,	255	87	110	45	. . . 20	00	386	32
August, 1881,	255	87	145	94	. . . . .	. .	401	81
September, 1881, . .	255	87	105	83	. . . 437	50	798	70
October, 1881,	255	87	81	02	. . . 60	00	396	89
November, 1881, . . .	255	87	88	63	. . . 162	00	506	50
December, 1881, . . .	255	87	98	92	. . . 63	72	418	51
Total,	\$2,697	24	\$1,152	02	\$873	22	\$4,722	48

Total passenger earnings for the year,	\$28,675	47
Total freight earnings for the year,	101,477	48
Total earnings from other sources,	4,722	48
Total earnings for the year,	\$184,875	48
Total earnings from all sources on whole length of line, . . .	\$184,875	48
Proportion of earnings in Pennsylvania to earnings of whole line, . .	184,875	48

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$2,444	97
Land or land damages,	126	15
Total,	\$2,571	12
Proportion for Pennsylvania,	\$2,571	12

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of bridges, buildings, and fixtures: Repairs made by lessee, Lake Shore and Michigan Southern Railway Company.

EARNINGS.

Passenger transportation, local,	{ Total,	\$28,675	47
Passenger transportation, through,			
Freight transportation, local,	{ Total,	101,477	48
Freight transportation, through,			
Mail service,		2,697	24
Express service,		1,152	02
Rents,		873	22
Total,		\$134,875	43
Operating Expenses.			
Total operating expenses, being 60.873 per cent. of earnings, . . .		82,103	70
Net earnings,		\$52,772	73
Earnings per mile of road operated,		\$2,639	44
Expenses per mile of road operated,		1,606	71
Net earnings,		\$1,032	73

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Union Express Company, under arrangements made with the lessee—Lake Shore and Michigan Southern Railway Company.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and, if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Under arrangements made with the lessee.

STOCKS AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding, \$601,810 50

Amount of stock issued as stock dividends, and dates of issue. None.

Rate and date of all cash dividends on stock of original and consolidated companies: Never paid a dividend.

STATE OF PENNSYLVANIA,)
County of Erie,) ss:

Personally appeared before me, James Miles, president, and Robert P. Cann, treasurer, of the Jamestown and Franklin Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company,

and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

JAMES MILES, *President.*
ROBT. P. CANN, *Treasurer.*

Sworn and subscribed before me, this 21st day of February, A. D. 1882.
SELDEN MARVIN,
City Recorder of City of Erie.

REPORT

OF THE

Jefferson Railroad Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
Edward M. Clymer, President,	Reading, Pa.
Augustus R. Macdonough, Secretary,	—
Bird W. Spencer, Treasurer,	—
*C. Neilson, Division Superintendent,	—

General offices at Scranton, Pa.

Names of Directors.	Residences.
Edward M. Clymer,	Reading, Pa.
Thomas Dickson,	Scranton, Pa.
Samuel Hines,	Scranton, Pa.
Horatio S. Pierce,	Scranton, Pa.
Hugh J. Jewett,	New York city, N. Y.
Edmund S. Bowen,	New York city, N. Y.
Augustus R. Macdonough,	New York city, N. Y.

CAPITAL STOCK.

Capital stock authorized by law: Suffolient to build the road.		
Capital stock authorized by votes of company,	\$2,096,050	00
Capital stock, amount subscribed,	2,096,050	00
Capital stock, total amount now paid in,	2,096,050	00
Capital stock, number of shares issued, 41,921		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

*Superintendent of the Delaware division of the New York, Lake Erie and Western railroad.

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1889, bear interest at 7 per cent., which is payable January 1 and July,) amount,	\$2,000,000	00
First mortgage bonds, (due January 1, 1887, bear interest at 7 per cent., which is payable January 1 and July 1,) for Hawley branch, amount,	204,000	00
Second mortgage bonds, (due January 1, 1889, bear interest at 7 per cent., which is payable January 1 and July 1,) for Hawley branch, amount,	96,000	00
Total amount now of funded debt,	\$2,300,000	00

COST.

Total cost of entire road to date, estimated as represented by stock and bonds above stated,	\$4,396,050	00
Total cost of entire equipment: Supplied by the New York, Lake Erie and Western Railroad Company.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lanesboro' to Carbondale,	36.686	36.686
Length of single main track, from Hawley to Honesdale,	8.183	8.183
Aggregate length of main line and branches,	44.869	44.869
Aggregate length of sidings and other track not above enumerated,	16.602	16.602
Aggregate length of main line, branches, leased roads, sidings, and other track,	61.471	61.471

Gauge.

What is the gauge of your lines? From Hawley to Honesdale,	6 ft. & 4 ft. 8½ in.
From Lanesboro' to Carbondale,	4 ft. 8½ inches.

Track.

Miles of iron rail in use,	50.22
Miles of steel rail in use,	11.25
Weight of rail per yard, { Iron,	56 to 65 pounds.
{ Steel,	63 pounds.

Bridges and Trestles.

Wooden bridges, number of, 51; aggregate length,	877 feet.
Stone bridges, number of, 1; aggregate length,	25 feet.
Wooden trestles, number of, 3; aggregate length,	2,977 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Pennsylvania Coal Company (gravity) railroad, at Hawley.

What railroads cross your road, either over or under your grade, in this Commonwealth? Delaware and Hudson Canal Company, Nivevah branch, railroad, one and a half miles east of Susquehanna.

Stations.

Number of stations on main roads, passenger and freight, 10

Number of wood and water stations on main road, . . . 7

How is track laid, and on what foundation? Wooden cross-ties, filled with earth, stone, and cinders.

With regard to the inquiries contained on pages eight, nine, ten, eleven, twelve, thirteen, and fourteen, the following statement is made:

The Jefferson railroad is leased to the Erie Railway Company, and operated by its successor, the New York, Lake Erie and Western Railroad Company, under a lease running from January 1, 1869, during the continuance of the charters of both companies, and all renewals thereof.

The particulars of the operations and expenditures during the past year have been kept as a part of the general accounts of the New York, Lake Erie and Western Railroad Company, and cannot be particularly specified as applicable to this road.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? United States Express Company, under their contract with the New York, Lake Erie and Western Railroad Company.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? There is no special contract between the Government and this company, the service being performed by the New York, Lake Erie and Western Railroad Company.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding, 41,921 shares,
\$50 each, \$2,096,050 00

Amount of stock issued as stock dividends, and dates of issue: None.
Rate and date of all cash dividends on stock of original and consolidated companies: None.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	7	1	6	3	13
Employés,			2	1	2	1
Others,						
Total,	2	7	3	7	5	14

Statement of each Accident.

January 2, 1881. Near Honesdale; William Mulligan, trackman; struck by hand car; badly bruised; no bones broken. Cause, his own carelessness.
January 3, 1881. At Forest City; Andrew Tuttle, brakeman; right hand caught while coupling, and the thumb amputated. Result of his carelessness.

January 3, 1881. Near Melrose; Thomas J. Molan, brakeman; badly bruised by squeezing between freight cars. Cause beyond his control.

February 8, 1881. At Lackawaxen; Alexander Halter, brakeman; left hand caught and larcerated while coupling; no bones broken. Cause, carelessness.

March 3, 1881. At Carbondale; George Phillips, conductor; right hand squeezed between bumpers; no bones broken. Cause, his own carelessness.

March 9, 1881. At Honesdale yard; Oliver Rake, brakeman; badly squeezed between cars while coupling; no bones broken. Cause, his own carelessness.

April 25, 1881. At Carbondale yard; Michael Hart, brakeman; while making up a train, fell between the cars, and was instantly killed. Cause, his own carelessness.

May 10, 1881. At Kimble's Station; C. Shiner, farmer; while attempting to board a coal train, he fell, was run over, and killed instantly. Cause, his own carelessness.

June 4, 1881. At Forest City; Thomas Kealins, aged 5 years; attempting to climb on a moving train, he fell, was run over and killed.

June 23, 1881. At Hawley; Mrs. James Dugnan; struck and slightly injured by Honesdale branch train. Cause, her own carelessness.

August 15, 1881. At Carbondale yard; Richard Burnett, fireman, and Michael Gorman, brakeman; were thrown to the ground by collision of cars with engine; Burnett broke thumb of right hand, Gorman had tw ribs broken. Result of cause beyond their control.

October 11, 1881. At Stillwater; John Saunders, brakeman; was thrown under moving cars, breaking right leg in two places; will recover. Cause beyond his control.

October 17, 1881. At Carbondale yard; John Coyle, trackman; fell while unloading lumber, left leg broken, with severe injuries about the head. Result of his carelessness.

October 17, 1881. At Hawley; Engelhardt Foehr, trackman; right foot hurt by falling rail. Cause beyond his control.

November 6, 1881. At Uniondale; James Malloy, trackman; run over by hand car; injuries severe, but no bones broken. Cause beyond his control.

November 6, 1881. One mile east of Stillwater; Charles Farrell, brakeman; thrown from train, severely bruised; no bones broken. Cause beyond his control.

November 15, 1881. At Stillwater; S. S. Dow, engineer; instantly killed by engine striking a hand-car and being thrown off track. Cause beyond his control.

November 15, 1881. At Stillwater; William Muessitt, brakeman; scalded by engine being thrown from track through collision with a hand-car, and died December 3, 1881. Cause beyond his own control.

STATE OF NEW YORK,)
County of New York,) ss:

Personally appeared before me, Edward M. Clymer, president, and Bird W. Spencer, treasurer, of the Jefferson Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

EDWARD M. CLYMER, *President.*

B. W. SPENCER, *Treasurer.*

Sworn and subscribed before me, this 21st day of January, A. D. 1882.

CHARLES C. MARBLE,

Notary Public New York city and county.

REPORT
OF THE
*Jersey Shore, Pine Creek and Buffalo Railway Com-
pany, for the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John S. Ross, President,	Coudersport, Pa.
John M. Hamilton, Secretary,	Coudersport, Pa.
John S. Ross, Treasurer,	Coudersport, Pa.
General offices at Coudersport, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
T. Guilford Smith,	Buffalo, N. Y.
Gideon Pott,	New York city.
Arthur G. Olmsted,	Coudersport, Pa.
Pierre A. Stebbins, junior,	Coudersport, Pa.
Charles H. Armstrong,	Coudersport, Pa.
William K. Jones,	Coudersport, Pa.

CAPITAL STOCK.

Capital stock authorized by law, with right of increase to \$1,000,000, .	\$1,000,000	00
Capital stock, amount subscribed,	500,000	00
Capital stock, total amount now paid in,	500,000	00
Capital stock, number of shares issued, 10,000		00
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$342,106	50
The amount now of floating debt,	\$342,106	50
Floating debt, as per last report,	\$339,335	56

COST.

Total cost of entire road to date,	\$842,106	50
--	-----------	----

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of proposed main line, from Williamsport, Pa., to Port Allegheny, Pa.,	118	118

STATE OF PENNSYLVANIA, }
County of Potter, } ss :

Personally appeared before me, John S. Ross, president and treasurer, of the Jersey Shore, Pine Creek and Buffalo Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) JNO. S. ROSS, *President.*

Sworn and subscribed before me, this 9th day of January, A. D. 1882.
ARTHUR B. MANN, *Notary Public.*

REPORT

OF THE

Junction Railroad Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
Isaac Hinckley, President,	Philadelphia, Pa.
John C. Sims, Jr., Secretary,	Chestnut Hill.
William H. Frailey, Treasurer,	Philadelphia, Pa.
A. Feldpauche, Chief Engineer,	Philadelphia, Pa.
William F. Lockard, Superintendent,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Names of Directors.	Residences.
Isaac Hinckley,	Philadelphia, Pa.
George B. Roberts,	Philadelphia, Pa.
H. M. Phillips,	Philadelphia, Pa.
F. B. Gowen,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock, amount subscribed,	250,000	00
Capital stock, total amount now paid in,	250,000	00
Capital stock, number of shares issued,	5,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1882, bear interest at 6 per cent., which is payable January 1 and July 1,) amount,	\$440,000	00
Second mortgage bonds, (due April 1, 1900, bear interest at 6 per cent., which is payable April 1 and October 1,) amount,	300,000	00
Total amount now of funded debt,	\$740,000	00
Total amount now of floating and funded debt,	\$740,000	00
Funded debt, as per last report,	\$740,000	00
Total cash realized from capital stock and debt,	\$990,000	00

COST.

Total cost of entire road to date,	\$1,062,000	50
Total cost of entire equipment,	\$1,062,000	50

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, between Gray's Ferry and north end of Market street tunnel, and between Thirty-fifth street and Belmont,	3.676	3.676
Length of single main track,	7.352	7.352
Length of double main track,	3.676	3.676
Aggregate length of main line and branches, . . . . .	. . . . .	3.676
Aggregate length of sidings and other track not above enumerated, . . . . .	. . . . .	1.541
Aggregate length of main line, branches, leased roads, sidings, and other track, . . . . .	. . . . .	5.217

Gauge.

What is the gauge of your lines? 4' 8½'' & 4' 9''

Track.

Miles of single track laid with iron rails, . . . . .	.792
Miles of steel rail in use,	6.560
Weight of rail per yard, { Iron,	67 pounds.
Steel,	67 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	4
Iron bridges, number of, 4 ; aggregate length,	425 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? West Chester and Philadelphia railroad, at West Philadelphia; Pennsylvania railroad, at West Philadelphia; Philadelphia, Wilmington, and Baltimore railroad, at Gray's Ferry.

What railroads cross your road, either over or under your grade, in this Commonwealth? Pennsylvania railroad, at Mantua, over grade.

Stations.

Number of tunnels, 1 ; aggregate length,	750 feet.
How is track laid and on what foundation? Stone ballast and white oak cross-ties.	
Average number of cars in passenger trains, including baggage cars,	6
Average number of cars in freight trains,	20
Average weight of passenger trains, including locomotive and tender, in working order,	211 tons.
Average weight of freight trains, including locomotive and tender, in working order,	341 tons.

Employees.

Average number of persons regularly employed by company, including officials,	50
Same in Pennsylvania,	50

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	12,100
Number of miles run by freight and coal trains,	65,700
Number of through passengers for the year on main road,	341,511
Number of passengers (all classes) carried in cars,	341,511
Number of passengers carried one mile,	683,022
Number of passengers carried one mile in Pennsylvania,	683,022
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	8

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	30,784	July, 1881,	29,650
February, 1881,	28,105	August, 1881,	32,658
March, 1881,	30,207	September, 1881,	31,744
April, 1881,	30,104	October, 1881,	35,932
May, 1881,	29,381	November, 1881,	31,486
June, 1881,	29,382	December, 1881,	31,455

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$1,458 78
February, 1881,			1,455 92
March, 1881,			2,273 86
April, 1881,			1,511 02
May, 1881,			2,103 86
June, 1881,			2,054 26
July, 1881,			2,244 21
August, 1881,			2,537 17
September, 1881,			2,501 73
October, 1881,			2,532 81
November, 1881,			2,449 01
December, 1881,			2,559 01
Total,			\$26,021 63

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$8,348 85
February, 1881,			8,325 35
March, 1881,			8,545 75
April, 1881,			8,051 00
May, 1881,			10,990 11
June, 1881,			11,332 06
July, 1881,			11,010 00
August, 1881,			12,543 96
September, 1881,			12,928 52
October, 1881,			14,594 13
November, 1881,			12,291 13
December, 1881,			12,614 43
Total,			\$131,634 84

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,		\$296 00		\$296 00
February, 1881,		288 00		288 00
March, 1881,	\$540 00	331 20	\$100 00	971 20
April, 1881,		324 80		324 80
May, 1881,		467 20		467 20
June, 1881,	540 00	518 40	120 20	1,778 60
July, 1881,		468 80	12 00	480 80
August, 1881,		470 40	137 10	607 50
September, 1881,	540 00	446 40	33 00	1,019 40
October, 1881,		478 40	75 80	554 20
November, 1881,		484 00	55 40	539 40
December, 1881,	540 00	568 00	31 00	1,139 00
Total,	\$2,160 00	\$5,141 60	\$564 50	\$7,866 10

Total passenger earnings for the year,	\$26,021 63
Total freight earnings for the year,	131,634 84
Total earnings from all other sources,	7,866 10
Total earnings for the year,	\$165,522 57

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of buildings and new rails,	}	\$84,487	12
New iron rails,			
New steel rails,			
Repairs of bridges,			
Repairs of buildings and fixtures,			
Repairs of fences,			
All other expenses for maintenance of way,			
Total for maintenance of way,		\$84,487	12

MISCELLANEOUS.

Taxes,	\$2,633	70
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	8,445	12
Total miscellaneous,	\$11,078	82

EARNINGS.

Total,	\$165,522	57
Operating Expenses.		
Maintenance of way and buildings,	\$84,487 12	
Miscellaneous,	11,078 82	
Total operating expenses, being 57.7 per cent. of earnings,	95,565	94
Net earnings over operating expenses,	\$69,856	63
Net earnings as above,	\$69,856	63
Interest due and paid on loan of 1862,	\$26,400	
Interest due and paid on loan of 1865,	18,000	
	44,400	00
Net earnings,	\$25,456	63

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams' Express Company, eighty cents per car per mile.

U. S MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? The mails are carried under an individual contract and not under any agreement with the Post Office Department of the United States. Price paid is \$2,160 per annum.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,

None.

Amount of common stock now outstanding: 5,000 shares,
at \$50,

\$250,000

Rate and date of all cash dividends on stock of original and
and consolidated companies. None paid during year.

ACCIDENTS TO PERSONS.

	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,
Others,	1	1	1	1
Total,	1	1	1	1

Statement of each Accident.

Unknown man, struck by a passenger train in tunnel, July 6, 1881, and instantly killed.

Edwin Hoover, internally injured, struck by same train, same time and place as the above.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Isaac Hinckley, president, and William H. Frailey, treasurer, of the Junction Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

ISAAC HINCKLEY, *President.*

WM. H. FRAILEY, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1882.

JNO. C. SIMS, Jr., *Notary Public.*

R E P O R T

OF THE

Karns City and Butler Railroad Company, for the five months ending May 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
F. Parker, President,	Parker City.
H. R. Fullerton, Vice President,	Parker City.
W. C. Mobley, Secretary, Treasurer, and General Superintendent,	Parker City.

<i>Names of Directors.</i>	<i>Residences.</i>
F. Parker,	Parker City.
W. J. Parkey,	Parker City.
H. R. Fullerton,	Parker City.
E. Y. Fullerton,	Parker City.
R. L. Brown,	Kittanning.
J. V. Ritts,	St. Petersburg.

CAPITAL STOCK.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock, total amount now paid in,	75,000	00
Capital stock, number of shares issued, 3,000		
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due August 1, 1886, bear interest at 7 per cent. which is payable semi-annually,) amount,	\$127,900	00	

COST.

Total cost of entire road to date,	\$182,350	14
Average of same per mile of road laid,	\$10,726	48
Proportion of same for Pennsylvania,	10,726	48
Total cost of entire equipment,	\$39,701	49
Average cost of equipment per mile of road operated by company,	2,335	38
Proportion of same to Pennsylvania,	2,335	38
Cost of road and equipment per mile,	13,061	86
Proportion of same for Pennsylvania,	13,061	86

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Karns City to Butler,	17	
Length of single main track,	17	
Aggregate length of main line and branches,	17	
Aggregate length of sidings and other track not above enumerated, . . . . .	.66	
Aggregate length of main line, branches, leased roads, sidings, and other track,	17.66	

Gauge.

What is the gauge of your lines ? 3 feet.

Track.

Miles of iron rail in use, 17

Weight of rail per yard, iron, 30 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 17

Wooden bridges, number of, 4; aggregate length, 170 feet.

Wooden trestles, number of, 13; aggregate length, 3,639 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? West Penn branch of the Pennsylvania railroad, at Butler.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 13; freight, 13; total, 13

Number of wood and water stations on main road, 3

Value of real estate held by the company, exclusive of roadway, \$350 25

How is track laid and on what foundation? Oak ties and stone ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight,	3	\$5,766 00
Number of first-class passenger cars,	1	2,300 00
Number of second-class passenger cars,	1	1,808 00
Number of baggage, mail, and express cars,	2	1,363 00
Number of freight cars: House cars, 6; trucks, 23; total,	29	807 50
Number of caboose cars,	1	300 00

What kind of train-brake is in use on your road? Westinghouse air-brake, improved.

Average number of cars in passenger trains, including baggage cars : Mixed trains run during the time.

Employees.

Average number of persons regularly employed by company, including officials, 28

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	12,750
Number of miles run by freight trains,	12,750
Number of passengers carried one mile,	150,371
Number of tons of freight carried one mile,	61,667
Number of tons of freight carried one mile in Pennsylvania,	61,667
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	10
Average rate of speed adopted by express trains, including stops, (miles per hour,)	10
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	23,179	April, 1881,	35,806
February, 1881,	18,398	May, 1881,	31,239
March, 1881,	42,249		

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Merchandise and manufacturers, 5,605 tons.

Rate of Fare for Passengers charged for the respective classes per Mile.

For first-class through passengers, 4 cents.

Rate per ton, (of 2,000 pounds,) per mile charged for Freight.

For through freight, per hundred weight per mile, 4 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.	
January, 1881,	\$927	19
February, 1881,	735	91
March, 1881,	1,689	90
April, 1881,	1,412	25
May, 1881,	1,249	38
June, 1881,
July, 1881,
August, 1881,
September, 1881,
October, 1881,
November, 1881,
December, 1881,
Total,	\$6,014	63

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$304 48
February, 1881,			317 97
March, 1881,			725 59
April, 1881,			524 03
May, 1881,			594 61
June, 1881,			
July, 1881,			
August, 1881,			
September, 1881,			
October, 1881,			
November, 1881,			
December, 1881,			
Total,			\$2,466 67

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	\$55 79	\$16 47		\$72 26
February, 1881,	55 79	10 09		65 88
March, 1881,	55 79	17 15	\$0 25	73 19
April, 1881,	55 79	16 23	3 60	75 63
May, 1881,	55 79	25 59	2 75	84 13
June, 1881,				
July, 1881,				
August, 1881,				
September, 1881,				
October, 1881,				
November, 1881,				
December, 1881,				
Total,	\$278 95	\$85 53	\$6 60	\$371 08
Total passenger earnings for the year,				\$6,014 63
Total freight earnings for the year,				2,466 67
Total earnings from all other sources,				371 08
Total earnings for the year,				\$8,852 38
Total receipts from all sources on whole length of line,				\$8,852 38

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$56 92
Total,	\$56 92

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$157	60
Repairs of bridges,	117	54
Repairs of buildings and fixtures,	24	46
All other expenses for maintenance of way,	17	68
Total for maintenance of way,	\$317	28
Cost per mile of road kept in repair,	\$18	66
Proportion for Pennsylvania,	18	66

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,221	02
Repairs of passenger, baggage, and mail cars,	95	31
Repairs of freight cars,	269	80
All other expenses for maintenance of motive power and cars,	177	81
Total for maintenance of motive power and cars,	\$1,703	94
Cost per mile of road operated,	\$100	23
Proportion for Pennsylvania,	100	23

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$2,175	78
Salaries, wages, and incidentals chargeable to freight department,		
Fuel—coal,	531	40
Oil and waste,	70	46
Taxes,	60	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	257	39
Total miscellaneous,	\$3,095	03
Amount per mile of road operated,	\$182	06
Proportion for Pennsylvania,	182	06
Total expenditures for operating the road,	5,116	25
Total charged to road and equipment,	56	92
Expenses per mile of road operated,	304	30
Expenses per mile of single track operated, not including sidings,	304	30
Proportion for Pennsylvania,	304	30

EARNINGS.

Passenger transportation, local,	Total,	\$6,014	68
Passenger transportation, through,	Total,	2,466	67
Freight transportation, local,		278	95
Freight transportation, through,		85	53
Mail service,		6	60
Express service,			
All other sources of income,			
Total,		\$8,852	38
Operating Expenses.			
Maintenance of way and buildings,	\$317	28	
Maintenance of motive power and cars,	1,703	94	
Miscellaneous,	8,095	03	
Total operating expenses, being 58 per cent. of earnings,		5,116	35
Net earnings,		\$3,736	13
Earnings per mile of road operated,		\$520	73
Expenses per mile of road operated,		300	96
Net earnings,		\$219	77

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Union Express Company, paying twenty-five cents per one hundred pounds through rate, and proportionate amounts for intermediate distances.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$669 47.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued? None.

Amount of common stock now outstanding, \$150,000 00

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, W. C. Mobley, secretary and treasurer, of the Karns City and Butler Railroad Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully ex-

amined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the five months ending May 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) W. C. MOBLEY, *Secretary and Treasurer.*

Sworn and subscribed before me, this 24th day of February, A. D. 1882.

J. P. GREER, *Notary Public.*

R E P O R T

OF THE

Kendall and Eldred Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
H. C. Jewett, President,	Buffalo, N. Y.
C. S. Cary, Vice President,	Olean, N. Y.
F. S. Buell, Secretary and Treasurer,	Buffalo, N. Y.
J. W. Watson, General Superintendent,	Olean, N. Y.

General offices at Olean, N. Y., in 1881; removed to Buffalo, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
H. C. Jewett,	Buffalo, N. Y.
B. S. Jewett,	Buffalo, N. Y.
C. S. Cary,	Olean, N. Y.
E. J. Ralph,	Buffalo, N. Y.
W. G. Roberts,	Eldred, Pa.
B. D. Hamlin,	Smethport, Pa.
W. R. Davenport,	

CAPITAL STOCK.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued,	1,500	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Floating Debt.

Debt incurred for any other purpose, and for what:

Voucher and pay-rolls unpaid, \$18,006 57

COST.

Total cost of entire road to date, including equipment, . . \$180,635 28

CHARACTERISTICS OF ROAD.

Main Line.	Miles.	
	Whole length.	Length in Penn'a.
Length of main line, from Eldred to Tarport,	15	15
Length of single main track,	15	15
Aggregate length of main line and branches,	15	15

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 13
 Miles of steel rail in use, 2
 Weight of rail per yard, { Iron, 35 pounds.
 Steel, 30 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 19
 Wooden bridges, number of, 1; aggregate length, 210 feet.
 Wooden trestles, number of, 18; aggregate length, 4,858 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight, 8
 Number of engine-houses and shops in Pennsylvania, 2;
 total number entire road, 2
 Number of wood and water stations on main road, 2
 Number of tunnels, None.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight,	6	
Number of second-class passenger cars,	7	
Number of baggage, mail, and express cars,	2	
Number of freight cars, { House cars, . 15 }	45	
Trucks, . . . 30 }	83	
Number of coal, ore, and stone cars,		

What kind of train-brake is in use on your road? Hand-brake.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	8
Average weight of passenger trains, including locomotive and tender, in working order,	30 tons.
Average weight of freight trains, including locomotive and tender, in working order,	40 tons.

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger, freight, and coal trains,	45,000
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars,	246,192
Number of passengers carried one mile,	1,722,854
Number of passengers carried one mile in Pennsylvania,	1,722,854
Number of tons of freight carried one mile,	306,824
Number of tons of freight carried one mile in Pennsylvania,	306,824
Gross amount of tonnage for the year, (2,000 pounds per ton,)	43,832
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops, (miles per hour,)	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	8

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	16,088	July, 1881,	21,102
February, 1881,	15,833	August, 1881,	22,268
March, 1881,	20,204	September, 1881,	21,822
April, 1881,	20,304	October, 1881,	23,287
May, 1881,	22,788	November, 1881,	20,857
June, 1881,	20,951	December, 1881,	20,618

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite and bituminous coal,	6,734	Merchandise and manufactures,	20,909
Other iron or castings,	439	Lumber,	12,568
Agricultural products,	3,182		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	5 cents.
For first-class way passengers,	5 cents.
For second-class through passengers,	5 cents.
For second-class way passengers,	5 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$6,688 58	. . . . .
February, 1881,	6,100 35	. . . . .
March, 1881,	7,555 77	. . . . .
April, 1881,	7,404 18	. . . . .
May, 1881,	8,865 22	. . . . .
June, 1881,	7,664 04	. . . . .
July, 1881,	7,782 05	. . . . .
August, 1881,	8,092 50	. . . . .
September, 1881,	9,415 52	. . . . .
October, 1881,	11,233 39	. . . . .
November, 1881,	9,268 17	. . . . .
December, 1881,	9,072 36	. . . . .
Total,	\$95,892 13	. . . . .

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$5,860 85	. . . . .
February, 1881,	3,546 62	. . . . .
March, 1881,	6,498 25	. . . . .
April, 1881,	4,798 96	. . . . .
May, 1881,	6,152 76	. . . . .
June, 1881,	2,127 10	. . . . .
July, 1881,	5,125 80	. . . . .
August, 1881,	3,908 67	. . . . .
September, 1881,	4,872 65	. . . . .
October, 1881,	6,338 19	. . . . .
November, 1881,	5,159 08	. . . . .
December, 1881,	6,475 12	. . . . .
Total,	\$60,658 99	. . . . .

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	\$234 48	\$281 35	\$226 99	. . . . .
February, 1881, . . . . .	. . . . .	248 47	212 40	. . . . .
March, 1881, . . . . .	. . . . .	318 57	1,887 13	. . . . .
April, 1881, . . . . .	. . . . .	332 01	212 29	. . . . .
May, 1881,	230 76	417 34	150 67	. . . . .
June, 1881, . . . . .	. . . . .	444 91	103 34	. . . . .
July, 1881,	230 76	373 35	76 80	. . . . .
August, 1881, . . . . .	. . . . .	353 68	189 86	. . . . .
September, 1881, . . . . .	. . . . .	328 15	149 25	. . . . .
October, 1881, . . . . .	. . . . .	358 27	174 00	. . . . .
November, 1881, . . . . .	. . . . .	342 99	1,853 06	. . . . .
December, 1881,	187 03	278 33	96 81	. . . . .
Total,	\$883 03	\$4,077 92	\$5,332 60	\$10,293 55

Total passenger earnings for the year,	\$98,892	13
Total freight earnings for the year,	80,658	99
Total earnings from all other sources,	10,293	55
Total earnings for the year,	\$169,844	67

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New locomotives,	\$6,950	00
New passenger cars,	210	00
New freight cars,	250	00
Any other expenditures chargeable to this account,	111	27
Total,	\$7,521	27

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$12,585	88
New iron rails,	1,259	94
Repairs of bridges,	2,024	64
Repairs of buildings and fixtures,	195	46
Repairs of fences,	62	81
All other expenses for maintenance of way,	1,264	53
Total for maintenance of way,	\$17,343	26

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$2,797	23
Repairs of machinery,	100	77
Repairs of passenger, baggage, and mail cars,	1,607	67
Repairs of freight cars,	953	09
All other expenses for maintenance of motive power and cars,	980	81
Total for maintenance of motive power and cars,	\$6,439	57

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$8,481	29
Salaries, wages, and incidentals chargeable to freight department,	14,684	17
Wages of switchmen, signalmen, gatekeepers, watchmen, and engineers and firemen,	9,368	10
Fuel—coal,	7,685	18
Oil and waste,	736	18
Damages for cattle killed or injured,	637	84
Damage for loss of goods and baggage,	1,620	98
Printing and stationery,	995	87
Taxes,	804	06
Insurance,	820	68
Telegraph expenses,	155	15
Amount paid other corporations or individuals for use of all other cars,	56	22
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	8,782	58
Total miscellaneous,	\$54,823	30
Total expenditures for operating the road,	\$78,606	13
Total charged to road and equipment,	7,521	27

EARNINGS.

Passenger transportation, local,		Total,	\$60,658	99
Passenger transportation, through,		Total,	98,892	13
Freight transportation, local,			883	03
Freight transportation, through,			4,077	92
Mail service,			600	00
Express service,			4,733	60
Rents,				
All other sources of income,				
Total,			\$169,344	67
Operating Expenses.				
Maintenance of way and buildings,	\$17,343	26		
Maintenance of motive power and cars,	6,489	57		
Miscellaneous,	54,823	30		
Total operating expenses,			78,666	13
Net earnings,			\$90,733	54

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? American Express Company. Pay by the one hundred pounds.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and, if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Pay by weight, as per contract.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$15,000 00

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies:

February 1, 3 per cent.,	\$4,500 00
February 3, 3 per cent.,	4,500 00
February 18, 9 per cent.,	13,500 00
April 1, 3 per cent.,	4,500 00

Number and per cent. of dividends: Three at 3 per cent., one at 9 per cent.		
Amount paid in dividends,	\$27,000	00
Balance for the year, or surplus,	\$90,788	54
Surplus at commencement of the year,	25,531	50
Total surplus,	\$116,270	04
Surplus invested as follows:		
Cash and loans,	\$88,524	90
Balance of accounts due company,	7,229	90

STATE OF NEW YORK, }
County of Erie, city of Buffalo, } ss:

Personally appeared before me, George S. Gatchell, general superintendent, and Franklin S. Buell, treasurer, of the Kendall and Eldred Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) GEO. S. GATCHELL, *General Superintendent.*
FRANKLIN S. BUELL, *Treasurer.*

Sworn and subscribed before me, this 13th day of February, A. D. 1882.

WM. JOHNSON,
Commissioner of Deeds for the State of Pennsylvania,
Residing at the city of Buffalo, county of Erie, and State of New York.

R E P O R T

OF THE

*Keystone Coal Company's Railroad, for the year ending
December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Henry A. Stiles, President,	Philadelphia.
F. H. Williams, Secretary and Treasurer,	Philadelphia.
T. O. Yarnington, General Superintendent,	Meyersdale, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
D. E. Small,	York, Pa.
Jonathan Steward,	Trenton, N. J.
R. D. Barclay,	Philadelphia.
Henry Thomas Weld,	Mt. Savage, Md.
William J. Baer,	Somerset, Pa.
George F. Baer,	Reading.
Henry A. Stiles,	Philadelphia.

CAPITAL STOCK.

The railroad has no capital stock, and no corporate existence, being merely a private track for transporting Keystone coal from mines to Baltimore and Ohio railroad.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Keystone mines to Keystone junction,	5½	5½
Aggregate length of main line and branches,	5½	5½

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 5
Miles of steel rail in use, ½
Weight of rail per yard, { Iron, 30 pounds.
{ Steel, 50 pounds.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Salisbury branch railroad, at Casselman river.

Stations.

* Number of stations on main road, passenger and freight, None.
Number of stations on branches, passenger and freight, None.
Number of stations on leased roads, passenger and freight, None.
Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Number of wood and water stations on main road, 2

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight,	1	\$9,500 00
Number of locomotives of more than 8 tons weight,	1	3,500 00
Number of mining cars,	80	60 00

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of tons of 2,000 pounds of through freight for the year on main road,	60,080
Number of tons of freight carried one mile,	330,440
Average rate of speed adopted by freight trains, including stops, (miles per hour,) about	6 to 8

MONTHLY EARNINGS FOR THE YEAR.

The road is used only for hauling coal from mines of the company on Casselman river, three miles south of Meyersdale to Keystone Junction, on the line of the Pittsburgh division of the Baltimore and Ohio railroad, where the coal is dumped out of mining cars into the cars of Baltimore and Ohio railroad.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

No expenditures charged to railroad; all charges are merged in the accounts of Keystone Coal Company.

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Accounts not separated from mining expenditures.

Cost of maintenance of Motive Power and Cars.

No accounts kept of cost of maintenance.

EARNINGS.**Operating Expenses.**

No accounts of any description of expenses of railroad.

All accounts of expenses, &c., are merged into the general accounts of the Keystone Coal Company. We have no data whatever of operating expenses of the railroad. Likewise there are no earnings.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? None.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	None.
Amount of stock issued as stock dividends, and date of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Henry A. Stiles, president, and F. H. Williams, treasurer, of the Keystone Coal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Keystone Coal Company's railroad, for the financial year ending December 30, A. D. 1881, according to the best of thier knowledge and belief

(Signed) H. A. STILES, *President.*
F. H. WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this 24th day of January, A. D. 1882.
RICHARD H. REILLY, *Notary Public.*

R E P O R T

OF THE

Kinzua Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
S. S. Jewett, President,	Buffalo, N. Y.
H. C. Jewett, Vice President,	Buffalo, N. Y.
C. S. Cary, Secretary,	Olean, N. Y.
F. S. Buell, Treasurer,	Buffalo, N. Y.
General offices at Olean, N. Y., in 1881. Removed to Buffalo, N. Y.	
<i>Names of Directors.</i>	<i>Residences.</i>
S. S. Jewett,	Buffalo, N. Y.
H. C. Jewett,	Buffalo, N. Y.
W. G. Robarts,	Eldred, Pa.

D. R. Hamlin,	Smethport, Pa.
B. D. Hamlin,	Smethport, Pa.
C. S. Cary,	Olean, N. Y.
George A. Berry,	Bradford, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued, 1,000		
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$55,000	00
Debt incurred for any other purpose, and for what: Vouchers and pay-rolls unpaid,	8,931	15

COST.

Total cost of entire road to date and equipment,	\$168,305	40
Average of same per mile of road laid,	\$12,021	80
Proportion of same for Pennsylvania,	12,021	80

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bradford railroad to Kinzua,	14
Length of single main track,	14
Aggregate length of main line and branches,	14

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 14 miles.
Weight of rail per yard, iron, 40 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 13
Wooden trestles, number of, 13; aggregate length, 544 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade in this Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight,	3
Number of engine-houses and shops in Pennsylvania, . . .	None.
Number of wood and water stations on main road, . . .	None.
Number of tunnels,	None.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight,	1	\$7,000
Number of freight cars,	8	
Number of coal, ore, and stone cars,	38	

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	5

Employees.

Average number of persons regularly employed by company, including officials, in Pennsylvania,	40
--	----

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains,	7,382½
Number of miles run by freight and coal trains,	7,352½
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars, .	7,624
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .	1,427
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	14
Average rate of speed adopted by express trains, including stops, (miles per hour,)	18
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	14

Monthly Statement of Passengers (all classes) carried in Cars.

July, 1881,	664	October, 1881,	1,255
August, 1881,	1,328	November, 1881,	1,448
September, 1881,	1,251	December, 1881,	1,728

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal,	56	Lumber,	1,019
Other iron or castings,	65	Other articles,	275
Merchandise and manufactures,	21		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	5 cents.
For first-class way passengers,	5 cents.
For second-class through passengers,	5 cents.
For second-class way passengers,	5 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			
February, 1881,			
March, 1881,			
April, 1881,			
May, 1881,			
June, 1881,			
July, 1881,		\$240 05	
August, 1881,		465 37	
September, 1881,		471 68	
October, 1881,		596 77	
November, 1881,		570 88	
December, 1881,		661 70	
Total,		\$3,006 40	

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,			
February, 1881,			
March, 1881,			
April, 1881,			
May, 1881,			
June, 1881,		\$72 60	
July, 1881,		225 97	
August, 1881,		177 76	
September, 1881,		266 13	
October, 1881,		500 92	
November, 1881,		535 89	
December, 1881,		570 21	
Total,		\$2,848 98	

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,
February, 1881,
March, 1881,
April, 1881,
May, 1881,
June, 1881,
July, 1881,	\$8 45	.	.
August, 1881,	8 05	.	.
September, 1881,	17 37	\$21 00	.
October, 1881,	23 84	404 46	.
November, 1881,	37 38	545 50	.
December, 1881,	41 20	2 50	.
Total,	\$141 36	\$978 46	\$1,114 82

Total passenger earnings for the year,	\$3,006 40
Total freight earnings for the year,	2,348 98
Total earnings from all other sources,	1,114 82
Total earnings for the year,	\$6,470 20
Total receipts from all sources on whole length of line,	\$6,470 20
Proportion of earnings in Pennsylvania, to earnings of whole line,	6,470 20

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$2,757 53
Passenger and freight-houses,	1,553 67
Engine-houses, car sheds, wood and coal sheds, and water-tanks,	737 97
New locomotives,	7,948 15
New freight cars,	13,308 79
Any other expenditures chargeable to this account,	141,990 33
Total,	\$168,305 40
Proportion for Pennsylvania,	\$168,305 40

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$4,062 79
Repairs of buildings and fixtures,	127 99
Repairs of fences,	11 50
All other expenses for maintenance of way,	238 32
Total for maintenance of way,	\$4,431 01

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$164 14
Repairs of passenger, baggage, and mail cars,	8 43
Repairs of freight cars,	100 53
Total for maintenance of motive power and cars,	\$273 10

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$319	64
Salaries, wages, and incidentals chargeable to freight department, . .	508	78
Wages of switchmen, signalmen, gatekeepers, and watchmen,	519	29
Fuel—coal,	407	52
Oil and waste,	23	82
Damages to property, including damages by fire,	15	00
Insurance,	93	80
Telegraph expenses,	9	87
Amount paid other corporations or individuals for use of all other cars,	76	87
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	992	57
Total miscellaneous,	\$2,986	16
Total expenditures for operating the road,	\$7,670	81
Total charged to road and equipment,	168,305	40

EARNINGS.

Passenger transportation, local,	} Total,	\$3,006	40
Passenger transportation, through,			
Freight transportation, local,	} Total,	2,848	98
Freight transportation, through,			
Express service,		141	36
All other sources of income,		973	46
Total,		\$6,470	20
Operating Expenses.			
Maintenance of way and buildings,	\$4,431	01	
Maintenance of motive power and cars,	273	14	
Miscellaneous,	2,966	16	
Total operating expenses,	7,670	81	
Deficit,	\$1,200	11	

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? American Express Company, pay by weight.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None. No service performed.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$100,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.

STATE OF NEW YORK,
County of Erie, city of Buffalo, } ss:

Personally appeared before me, C. K. Thompson, auditor, and George S. Gatchell, general superintendent, of the Kinzua Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 31st December, A. D. 1882, according to the best of their knowledge and belief.

(Signed) C. K. THOMPSON, Auditor.

GEO. S. GATCHELL, General Superintendent.

Sworn and subscribed before me, this 6th day of March, A. D. 1883.

WILLIAM JOHNSON,
Commissioner of deeds for the State of Pennsylvania, residing at the
city of Buffalo, county of Erie, and State of New York.

REPORT

OF THE

*Lake Shore and Michigan Southern Railway Company,
for the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William H. Vanderbilt, President,	New York.
Augustus Schell, Vice President,	New York.
E. D. Worcester, Secretary and Treasurer,	New York.
Ashley Pond, Acting General Solicitor,	Cleveland.
L. H. Clarke, Chief Engineer,	Cleveland.
John Newell, General Manager,	Cleveland.
P. P. Wright, General Superintendent,	Cleveland.
C. B. Couch, Division Superintendent in Pennsylvania,	Cleveland.
G. H. McIntire, Division Superintendent in Pennsylvania,	Stoneboro', Pa.
C. P. Leland, Auditor, (makes this report,)	Cleveland.

General offices at Cleveland, Ohio.

<i>Names of Directors.</i>	<i>Residences.</i>
William H. Vanderbilt,	New York.
Cornellus Vanderbilt,	New York.
William K. Vanderbilt,	New York.
Augustus Schell,	New York.
Samuel F. Barger,	New York.
John E. Burrill,	New York.
Darius O. Mills,	New York.

Amasa Stone,	Cleveland.
Henry B. Payne,	Cleveland.
William L. Scott,	Erie, Pa.
Charles M. Reed,	Erie, Pa.
Russell Brown,	Warren, Pa.
Albert Keep,	Chicago, Ill.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000,000	00
Capital stock authorized by votes of company,	50,000,000	00
Capital stock, amount subscribed,	50,000,000	00
Capital stock, total amount now paid in,	50,000,000	00
Capital stock, number of shares issued,	500,000	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1900, bear interest at 7 per cent., which is payable January, April, July, and October,) amount,	\$22,250,000	00
Second mortgage bonds, (due December 1, 1908; bear interest at 7 per cent., which is payable June 1 and December 1,) amount,	14,665,000	00
Total amount now of funded debt,	\$36,915,000	00
Floating Debt.*		
Funded debt as per last report,	\$35,665,000	

COST.

Total cost of entire road to date,	\$66,500,000	00
Average of same per mile of road laid, 864.87 miles.	\$76,890	17
Proportion of same for Pennsylvania, 49.32 miles.	8,792,223	18
Total cost of entire equipment,	\$16,150,000	00
Average cost of equipment per mile of road operated by company, 1,176.82 miles,	13,723	42
Proportion of same to Pennsylvania, 100.23 miles.	1,375,498	39
Cost of road and equipment per mile,	90,613	59
Proportion of same for Pennsylvania,	5,167,721	57

* The company has no floating debt proper. There are the usual "quick" liabilities, consisting of December vouchers and pay-rolls, \$1,115,402 30, and dividends payable February 1, \$1,016,005 00. Total, \$2,131,407 30. Against this the company held "quick assets," \$1,728,864 28, in cash earnings in course of collection.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Buffalo to Chicago,	540.49	44.06
Length of single main track,	540.49	44.06
Length of double main track,	249.13	44.06
Branches.		
Ashtabula branch, from Ashtabula Harbor to Jamestown,	Length of branch, Length of single track,	38.31 38.31 5.26
Sandusky branch, from Elyria Junction to Millbury Junction,	Length of branch, Length of single track, Length of double track,	72.95 72.95 17
Sandusky Pier branch, from Junction, at Sandusky, to Old Depot,	Length of branch, Length of single track,	3.72 3.72
Air Line branch, from Air Line Junction to Elkhart,	Length of branch, Length of single track,	180.83 180.83
Monroe branch, from Lenawee Junction to Monroe,	Length of branch, Length of single track,	29.37 29.37
Jackson branch, from Lenawee Junction to Jackson,	Length of branch, Length of single track,	41.98 41.98
Palmyra branch, from Palmyra Junction to Adrian,	Length of branch, Length of single track,	5.72 5.72
Connecting branch, D. A. V. and P. Junction, at Dunkirk,	Length of branch, Length of single track,	1.50 1.50
Leased Roads.		
Kalamazoo, Allegan and G. R. R. branch, from Kalamazoo to Grand Rapids,	Length of road, Length of single track,	58.42 58.42
Jamestown and Franklin branch, from Jamestown to Oil City,	Length of road, Length of single track,	50.91 50.91 50.91
Mahoning Coal branch, (including three short branches,) from Andover to Youngstown,	Length of road, Length of single track,	42.55 42.55
* Detroit, Monroe and Toledo branch, from Air Line Junction to Detroit,	Length of road, Length of single track,	62.36 62.36
* Kalamazoo and W. P. R. R. branch, from White Pigeon to Kalamazoo,	Length of road, Length of single track,	36.57 36.57
* Northern Central Michigan branch, from Jonesville to North Lansing,	Length of road, Length of single track,	61.14 61.14
Aggregate length of main line and branches,	1,024.94	49.33
Aggregate length of leased roads,	151.88	50.91
Aggregate length of second track,	266.24	44.06
Aggregate length of sidings and other track not above enumerated,	503.60	45.58
Aggregate length of main line, branches, leased roads, sidings, and other track,	1,946.66	189.87

* Three proprietary roads owned by Lake Shore and Michigan Southern Railway.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, miles of track,	708.53
Miles of steel rail in use, miles of track,	1,238.14
Weight of rail per yard, { Iron,	60 lbs.
{ Steel,	60 and 65 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	293
Wooden bridges, number of 52; aggregate length,	6,833 feet.
Combination, number of, 1; aggregate length,	305 feet.
Stone bridges, number of, 11; aggregate length,	1,680 feet.
Iron bridges, number of, 58; aggregate length,	6,149 feet.
Wooden bridges, number of, 171; aggregate length,	22,562 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Erie railroad, at Erie; Erie and Pittsburgh railroad, at Erie, (Dock junction;) Erie and Pittsburgh railroad, at Jamestown; New York, Pennsylvania and Ohio railroad, at Amasa.

What railroads cross your road, either over or under your grade in this Commonwealth? New York, Pennsylvania and Ohio railroad, at Franklin, (under.)

Stations.

Number of stations on main road: Passenger, 144; freight, 57; total,	201
Number of stations on branches: Passenger, 59; freight, 23; total,	82
Number of stations on leased roads: Passenger, 28; freight, 7; total,	35
Number of engine-houses and shops in Pennsylvania, 3; total number entire road,	42
Number of wood and water stations on main road,	80
Number of wood and water stations on branches,	28
Number of wood and water stations on leased roads,	24
Number of tunnels: 1 at Oil City, 925 feet; 1 at Toledo, Ohio, 114 feet; aggregate length,	1,039 feet.
How is track laid, and on what foundation? Ballasted with stone, gravel, and cinders; joints fastened with angle splices.	

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	8	\$10,000	00
Number of locomotives of more than 30 tons weight,	375		
Number of locomotives of more than 20 tons weight,	154		
Number of first-class passenger cars,	100	4,700	00
Number of second-class passenger cars,	64	3,300	00
Number of baggage, mail, and express cars,	96	2,600	00
Number of freight cars, { House cars, . . . 10,877 }	12,938	500	00
Trucks, . . . 2,061 }		400	00
Number of coal, ore, and stone cars,	2,568	900	00
Number of caboose cars,	257		

What kind of train-brake is in use on your road? Westinghouse air-brake, including all late improvements; steam driver-brake attached to freight locomotives.

Average number of cars in passenger trains, including baggage cars,	6
Average number of cars in freight trains,	40
Average weight of passenger trains, including locomotive and tender, in working order,	198 tons.
Average weight of freight trains, including locomotive and tender, in working order,	609 tons.

Employees.

Average number of persons regularly employed by company, including officials,	11,460
Same in Pennsylvania,	975

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains,	2,910,400
Number of miles run by freight and coal trains,	7,704,600
Number of through passengers for the year on main road,	123,584
Number of passengers (all classes) carried in cars,	3,669,412
Number of passengers carried one mile,	203,171,082
Number of passengers carried one mile in Pennsylvania,	12,190,265
Number of tons of 2,000 pounds of through freight for the year on main road,	1,299,302
Number of tons of freight carried one mile,	2,021,752,859
Number of tons of freight carried one mile in Pennsylvania,	210,681,550
Gross amount of tonnage for the year, (2,000 pounds per ton,)	9,164,508
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	30
Average rate of speed adopted by express trains, including stops, (miles per hour,)	35
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	13

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	216,935	July, 1881,	343,241
February, 1881,	204,920	August, 1881,	370,167
March, 1881,	268,697	September, 1881,	440,156
April, 1881,	267,589	October, 1881,	242,006
May, 1881,	266,149	November, 1881,	324,043
June, 1881,	290,514	December, 1881,	330,129

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	597,635	Agricultural products,	1,835,181
Bituminous coal,	994,856	Merchandise and manufactures,	1,172,712
Petroleum,	307,716	Live stock,	563,566
Pig iron,	273,633	Lumber,	1,015,067
Railroad iron,	160,573	Other articles,	1,299,536
Other iron or castings,	398,347		
Iron and other ores,	180,037	Total tons,	9,164,508
Stone, lime, and sand,	315,028		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2.6 cents.
For first-class way passengers, { Single trip,	3 cents.
{ Round trip,	2½ cents.
For second-class through passengers,	1.9 cents.
For second-class way passengers,	2 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile, . . . . .	.460 cents.
For through coal, per ton per mile, . . . . .	.460 cents.
For local freight, per ton per mile, . . . . .	.700 cents.
For local coal, per ton per mile, . . . . .	.700 cents.
For all freight, per ton per mile, . . . . .	.617 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$44,868 35	\$198,458 74	\$243,327 09
February, 1881,	39,097 08	180,470 40	219,567 48
March, 1881,	58,915 78	233,683 10	292,598 88
April, 1881,	67,261 39	257,042 96	324,304 35
May, 1881,	84,727 28	256,725 69	341,452 97
June, 1881,	88,801 72	266,053 06	354,854 78
July, 1881,	71,333 29	300,899 28	372,232 57
August, 1881,	73,897 24	346,303 61	420,205 85
September, 1881,	75,427 81	332,276 56	457,704 37
October, 1881,	67,381 23	323,999 64	391,380 87
November, 1881,	63,493 76	304,364 65	367,858 41
December, 1881,	60,427 63	288,823 50	349,251 13
Total,	\$795,682 56	\$3,339,106 19	\$4,184,788 75

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$376,865 06	\$766,867 27	\$1,143,732 33
February, 1881,	337,830 72	684,247 86	1,022,078 58
March, 1881,	392,717 05	918,474 02	1,311,191 07
April, 1881,	394,628 50	870,216 91	1,264,845 41
May, 1881,	192,306 07	775,193 98	967,500 05
June, 1881,	198,655 30	680,432 43	879,087 73
July, 1881,	228,842 12	700,937 69	929,779 81
August, 1881,	215,409 44	814,693 79	1,030,103 23
September, 1881,	223,336 38	788,904 57	962,240 95
October, 1881,	207,815 27	844,476 67	1,052,291 94
November, 1881,	222,525 11	760,073 07	982,598 18
December, 1881,	226,564 36	897,973 60	1,114,537 96
Total,	\$3,217,495 38	\$9,442,491 86	\$12,659,987 24

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1881, . . .	\$15,000	00	\$18,045	25	\$13,572	48	\$76,617 73
February, 1881, . . .	45,000	00	17,957	51	9,879	62	72,837 13
March, 1881, . . .	52,070	12	24,018	18	10,915	83	87,003 68
April, 1881, . . .	47,356	70	25,467	37	11,105	65	83,929 73
May, 1881, . . .	47,348	18	27,185	25	10,244	27	84,777 70
June, 1881, . . .	151,234	21	23,484	21	10,501	19	185,219 61
July, 1881, . . .	54,000	00	21,133	62	11,331	68	86,465 30
August, 1881, . . .	53,990	79	26,181	36	15,452	66	95,524 81
September, 1881, . . .	47,783	54	21,448	43	12,008	16	91,240 13
October, 1881, . . .	51,865	17	37,140	32	12,685	54	101,681 08
November, 1881, . . .	52,000	00	33,728	72	9,977	85	100,704 17
December, 1881, . . .	51,767	83	36,358	08	22,378	09	110,503 93
Total, . . .	\$399,416	54	\$327,146	28	\$150,052	52	\$1,176,615 31
Total passenger earnings for the year,							\$4,134,788 75
Total freight earnings for the year,							12,659,987 24
Total earnings from all other sources,							1,176,615 34
Total earnings for the year,							\$17,971,391 33
Total receipts from all sources on whole length of line,							\$17,971,391 33
Proportion of earnings in Pennsylvania, to earnings of whole line:							
Lake Shore and Michigan Southern, \$958,685 00; Jamestown and							
Franklin, \$132,672 00,							1,091,257 00

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Reduction of grades and change of line,	\$142,510 70
New second track, 18.08 miles,	248,545 05
Land or land damages,	67,621 49
New side tracks, 36.21 miles,	330,027 02
Four new bridges,	111,235 74
New locomotives, number of, 83,	377,031 00
New freight cars, { Box, . . . 1,200 } Number of, 2,450,	1,894,969 00
{ Platform, . . 750 }	
{ Stock, . . . 500 }	
Total,	\$2,672,000 00
Proportion for Pennsylvania: No construction—equipment,	\$102,425 00

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$963,303 12
New steel rails, less sales old rails, number of tons, 11,000,	414,264 44
Repairs of bridges,	139,607 63
Repairs of buildings and fixtures,	313,470 76
Repairs of fences,	63,604 99
All other expenses for maintenance of way, (tie removals,)	288,258 73
Total for maintenance of way,	\$2,182,509 59
Cost per mile of road kept in repair,	\$1,853 27
Proportion for Pennsylvania,	185,731 51

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$698,705	33
Repairs of passenger, baggage, and mail cars,	220,363	85
Repairs of freight cars,	677,468	29
Total for maintenance of motive power and cars,	\$1,596,537	47
Cost per mile of road operated,	\$1,270	40
Proportion for Pennsylvania,	135,675	30

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$993,890	03
Salaries, wages, and incidentals chargeable to freight department,	2,967,144	21
Wages of switchmen, signalmen, gatekeepers, and watchmen, included above,		
Fuel—number cords of wood, 31,793; cost, \$88,826 86 }	1,225,607	87
Fuel—number tons of coal, 494,252; cost, 1,136,781 51 }		
Oil and waste,	122,890	48
Damages for injuries to persons,	20,573	75
Damages for cattle killed or injured and property,	34,961	60
Damage for loss of goods and baggage,	49,721	00
Damages to property, including damages by fire, see above,		
Taxes,	472,565	65
Water supply,	68,078	49
Telegraph expenses,	243,837	83
Amount paid other corporations or individuals for use of all other cars,	489,479	09
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	803,633	13
Total miscellaneous,	\$7,499,882	13
Amount per mile of road operated,	\$6,366	19
Proportion for Pennsylvania,	604,447	40
Total expenditures for operating the road,	11,278,429	19
Total charged to road and equipment,	2,672,000	00
Expenses per mile of road operated,	9,574	00
Expenses per mile of single track operated, not including sidings,	7,816	00
Expenses per train mile,	1	06
Proportion for Pennsylvania,	926,054	21

EARNINGS.

Passenger transportation, local, \$3,339,106 19 }	Total,	\$4,131,788	75
Passenger transportation, through, 795,682 56 }			
Freight transportation, local, \$9,442,491 86 }	Total,	12,639,987	24
Freight transportation, through, 3,217,495 38 }			
Mail service,		699,416	54
Express service,		327,146	28
Rents,		91,391	72
All other sources of income,		58,660	80
Total,		\$17,971,391	33
Operating Expenses.			
Maintenance of way and buildings, \$2,182,509 59			
Maintenance of motive power and cars, 1,596,537 47			
Miscellaneous, 7,499,882 13			
Total operating expenses, being 62.75 per cent. of earnings,		11,278,429	19
Net earnings,		\$6,692,962	14
Earnings per mile of road operated,		\$15,256	00
Expenses per mile of road operated,		9,574	00
Net earnings,		\$5,282	00

RECAPITULATION.

Gross earnings,	\$17,971,391	33
Operating expenses and taxes,	11,278,429	19
Net earnings,	\$6,692,962	14
Less interest on funded debt after deducting income from assets, (\$214,129 15,)	\$2,398,100 85	
Rental, four branch roads,	273,924 68	
Dividend on guaranteed stock,	53,350 00	
Total fixed charges,	2,725,375	53
Leaving balance for stock,	\$3,967,586	61
Dividends: Four of 2 per cent. each, 8 per cent.,	3,957,520	00
Surplus,	\$10,266	61

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? American, United States, Union Line. * American Express Company pays \$168 per day for 24,000 pounds through freight, between Cleveland and Buffalo, and from 15 to 75 cents per hundred for way. United States Express Company pays \$250 per day for 16,000 pounds through freight, between Cleveland and Chicago, and from 10 to 70 cents per hundred for way. Railway company furnishes cars.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Sleeping cars and drawing-room cars owned by the New York Central Sleeping-Car Company. They put on the cars at their own cost, and maintain the interior, receiving therefore the current rates for berths and seats.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Main line, twice daily each way in postal cars; branches, once in baggage cars:

Route 6,052, Buffalo and Chicago,	\$340,743 44
Route 6,052, Buffalo railway post office-cars,	118,471 24
Route 21,007, Elyria and Millbury,	38,979 60
Route 21,007, Elyria railway post office-cars,	10,503 60
Route 21,045, Toledo and Elkhart,	58,009 64
Route 21,045, Toledo railway post office-cars,	21,496 00
Route 8,045, Ashtabula and Oil City,	5,240 44
Route 21,062, Mahoning coal road,	2,826 52
Route 24,001, Toledo and Detroit,	10,987 96
Route 24,002, Monroe and Adrian,	2,441 24

Route 24,003, Adrian and Jackson,	\$3,110 28
Route 24,004, White Pigeon and Grand Rapids,	8,809 28
Route 24,005, Jonesville and Lansing,	2,913 96
Route 24,036, Chicago and Can. So. railway,	3,787 04
Total,	<u>\$628,320 24</u>

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued : \$533,500 old Michigan Southern guaranteed, (10 per cent.) assumed at consolidation in 1869.

Amount of common stock now outstanding, \$49,466,500 00

Amount of stock issued as stock dividends, and date of issue, None.

Rate and date of all cash dividends on stock of original and consolidated companies : 1870, 8 per cent. ; 1871, 8 per cent. ; 1872, 8 per cent. ; 1873, 4 per cent. ; 1874, 3½ per cent. ; 1875, 2 per cent. ; 1876, 3½ per cent. ; 1877, 2 per cent. ; 1878, 4 per cent. ; 1879, 6½ per cent. ; 1880, 8 per cent. ; 1881, 8 per cent.

Number and per cent. of dividends: Four quarterly, two each, eight per cent.		
Amount paid in dividends,	\$3,957,320	00
Paid to sinking fund,	250,000	00
Balance for the year or surplus,	\$10,266	61
Surplus at commencement of the year,	4,702,223	70
Total surplus,	<u>\$4,712,490</u>	<u>31</u>
Surplus invested as follows:		
Cash and loan,	\$724,669	05
Balance of accounts due company,	994,195	23
Material, fuel and stores,	1,166,890	03
Other items,	1,826,736	00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	1	5	3	2	4
Employees,			1	1	5	1
Others,						
Total,	<u>2</u>	<u>1</u>	<u>5</u>	<u>4</u>	<u>7</u>	<u>5</u>

Statement of each Accident.

January 14, 1881. Erie; W. P. Sumey, assistant depot master; fell between two cars; head contused.

January 19. Erie; John Owens, brakeman; coupling cars, thumb amputated.

February 18. Swanville; J. Zitter, trespasser; found dead near track.

May 10. Erie; Unknown man, struck by engine; killed.

June 9. Hadley; B. E. Dodge, brakeman; on hand car that fell in culvert; killed.

June 9. Hadley; J. Hosick, brakeman; engine went into culvert; leg off.

June 9. Hadley; J. Smith, fireman; same; killed.

June 11. Erie; unknown man struck by engine; killed.

July 10. North-East; A. B. Dowling, trespasser; jumping on train, fell; toes cut off.

September 27. Erie; Charles Cole, yard brakeman; fell from engine; hand cut off.

December 9. Harbor Creek; J. Jordan, trespasser; fell from train; killed.

December 10. Erie; H. Kane, trespasser; killed.

STATE OF NEW YORK,
County of New York, } ss:

Personally appeared before me, William H. Vanderbilt, president, and Edwin D. Worcester, treasurer, of the Lake Shore and Michigan Southern Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

W. H. VANDERBILT, *President*.

E. D. WORCESTER, *Treasurer*.

Sworn and subscribed before me, this 24th day of February, A. D. 1882.

DWIGHT W. PARDEE,

Commissioner for Pennsylvania, residing in New York.

REPORT

OF THE

Lancaster and Reading Narrow Gauge Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. H. Peacock, President,	Lancaster, Pa.
W. Leaman, Secretary and Treasurer,	Lancaster, Pa.

General offices at Lancaster, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
A. H. Peacock,	Lancaster, Pa.
John D. Skiles,	Lancaster, Pa.
W. L. Peiper,	Lancaster, Pa.
John Keller,	Lancaster, Pa.
Henry Carpenter,	Lancaster, Pa.
C. Geiger,	Lancaster, Pa.
B. F. Breneman,	Lancaster, Pa.
W. Leaman,	Lancaster, Pa.
Amos Hollinger,	Lancaster, Pa.
Daniel Herr,	Refton, Pa.
George W. Hensel,	Quarryville, Pa.
C. M. Hess,	Quarryville, Pa.
Daniel D. Hess,	Quarryville, Pa.

CAPITAL STOCK.

Capital stock authorized by law, with power to issue \$250,000, in addition for each and every road constructed,	\$500,000	00
Capital stock authorized by vote of company,	150,000	00
Capital stock, amount subscribed,	123,750	00
Capital stock, total amount now paid in,	82,720	00
Capital stock, number of shares issued,	1,700 *	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

* Number of shares issued in settlement of land damages.

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1891, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$350,000	00
Total amount now of funded debt,	\$350,000	00
Floating Debt.		
Total amount now of floating and funded debt,	\$350,000	00
Funded debt as per last report,	\$350,000	

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lancaster to Reading,	34	34
Branches.		
Quarryville branch, from Lancaster to Quarryville, length of branch,	15½	

On the 13th day of March, 1874, this company entered into a contract with William H. Bines, representing the Philadelphia and Reading Railroad Company, to complete the construction of the Quarryville section as a railroad, of the gauge of four feet eight and one half inches, and on the same day executed a lease of the said Quarryville section, to the Reading and Columbia Railroad Company, for a term of nine hundred and ninety-nine years, to take effect from and after the completion of the work of construction, under the contract aforesaid. The work of construction was completed, under the contract aforesaid, on the 12th day of May, 1875, and the lease to the Reading and Columbia Railroad Company went into operation on that date.

The Reading and Columbia Railroad Company pays the interest on the bonds, or obligations, of the Quarryville section, amounting to \$350,000, secured by mortgage, and all taxes and assessments in addition to said interest, and is also to make provision for the payment, renewal, or extension of the principal of the debt represented by the outstanding obligations. The Reading and Columbia Railroad Company has entire control of the transportation, operation, and maintenance of the leased road, and retains seventy per cent. of the gross receipts accruing from all the trade, travel, mail service, business, and commerce of every kind, for the said purposes.

The Reading and Columbia Railroad Company, after paying the interest and taxes on the obligations out of the remaining thirty per cent. of the said gross receipts, is to account to the Lancaster and Reading Narrow Gauge Railroad Company, and settlements are to be made every six months. No surplus has been accounted for under the said terms of the lease.

STATE OF PENNSYLVANIA, } ss:
County of Lancaster, }

Personally appeared before me, A. H. Peacock, president, and W. Leaman, treasurer, of the Lancaster and Reading Narrow Gauge Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a

true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

A. H. PEACOCK, *President.*

W. LEAMAN, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1882.

CHARLES E. LONG, *Notary Public.*

REPORT

OF THE

Lawrence Railroad Company, for the year ending December 31, 1881.

OFFICERS.

Names.

Thomas D. Messler, President, Pittsburgh, Pa.
F. M. Hutchinson, Secretary and Treasurer, Pittsburgh, Pa.

General offices at Smithfield and Seventh avenue, Pittsburgh, Pa.

Residences.

Names of Directors.

Thomas D. Messler, Pittsburgh, Pa.
G. W. Cass, Pittsburgh, Pa.
J. N. McCullough, Pittsburgh, Pa.
John B. Jackson, Pittsburgh, Pa.
A. L. Crawford, New Castle, Pa.
R. W. Cunningham, New Castle, Pa.
J. D. Layng, Pittsburgh, Pa.

Residences.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	450,000	00
Capital stock, total amount now paid in,	450,000	00
Capital stock, number of shares issued, 9,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due August 1, 1895, bear interest at 7 per cent., which is payable February 1 and August 1, amount,)	\$355,000	00
Total amount now of funded debt,	\$355,000	00

COST.

Total cost of entire road to date,	\$807,495	84
Average of same per mile of road laid, 22.04,	\$36,637	74
Proportion of same for Pennsylvania, 9.363,	313,031	16
Total cost of entire equipment, . . . Equipment furnished by lessee.		

See report of lessee.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$450,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies: Two per cent., January, April, July, and October 1, 1881.	

Number and per cent. of dividends: Four quarterly dividends of two per cent.		
Amount paid in dividends,	\$36,000	00
Paid to sinking fund,	1,775	00
Balance for the year or surplus,	\$16,578	43
Surplus at commencement of the year,	62,321	04
Total surplus,	\$79,198	07
Surplus invested as follows:		
Cash and loans,	\$11,401	90
Sinking fund,	31,245	00
Stocks and bonds,	31,924	58
Other items,	1,623	59
(December approximated.)	\$79,198	07

STATE OF PENNSYLVANIA, }
County of Allegheny } ss:

Personally appeared before me, Thomas D. Messler, president, and F. M. Hutchinson, treasurer, of the Lawrence Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

THOS. D. MESSLER, *President.*

F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this 3d day of February, A. D. 1882.

WILLIAM F. ROBB, *Notary Public.*

REPORT

OF THE

*Pennsylvania Company, operating Lawrence Railroad,
for the year ending December 31, 1881.*

OFFICERS OF THE PENNSYLVANIA COMPANY OPERATING.

<i>Names.</i>	<i>Residences.</i>
George B. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice Pre-ident,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John E. Davidson, Assistant Comptroller,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
S. W. White, Assistant Secretary,	Philadelphia, Pa.
W. H. Barnes, Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Counsel,	Pittsburgh, Pa.
F. Slataper, Chief Engineer,	Pittsburgh, Pa.
D. W. Caldwell, General Manager,	Pittsburgh, Pa.
W. A. Baldwin, Manager,	Pittsburgh, Pa.
J. M. Kimball, Division Superintendent,	Pittsburgh, Pa.
William Stewart, General Freight Agent,	Pittsburgh, Pa.
E. A. Ford, General Passenger and Ticket Agent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

<i>Names of Directors of Pennsylvania Company.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
Henry H. Houston,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Samuel M. Felton,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John Price Wetherill,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
William H. Barnes,	Pittsburgh, Pa.

All the figures in this report relating to the business of December are estimated.

For capital stock, debt, and cost, see lessor company's report.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lawrence junction to Youngstown, .	17.98	9.363
Length of single main track,	17.98	9.363
Branches.		
Canfield branch, from Canfield switch to Foster coal mines,	4.06	
Length of branch,	4.06	
Length of single track,		
Aggregate length of main line and branches,	22.004	9.363
Aggregate length of sidings and other track not above enumerated,	3.18	2.15
Aggregate length of main line, branches, leased roads, sidings, and other track,	25.22	11.513

Gauge.

What is the gauge of your lines ? 4 feet 9 inches.

Track.

Miles of iron rail in use, 12.07
 Miles of steel rail in use, 13.15
 Weight of rail per yard, { Iron, 60 pounds.
 { Steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 7
 Wooden bridges, number of, 4; aggregate length, 584½ feet.
 Stone bridges, number of, 1; aggregate length, 30 feet.
 Iron bridges, number of, 2; aggregate length, 73 feet.
 Wooden trestles, number of, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 21; freight, 4; total, 19
 Number of engine-houses and shops in Pennsylvania, none; total number entire road, 1
 Number of wood and water stations on main road, 2
 Value of real estate held by the company, exclusive of roadway, see lessor company's report.

Value of real estate held by the company, exclusive of roadway in Pennsylvania, see lessor company's report.

Number of tunnels, None.

How is track laid, and on what foundation? The iron rail track is laid with common fish connections. The steel rail track laid with double angle bars. Road is ballasted with coarse gravel and furnace cinder.

Equipment.

Operated with equipment furnished by Pennsylvania Company operating.

What kind of train-brake is in use on your road? Westinghouse automatic air-brake.

Average number of cars in passenger trains, including baggage cars, 2.71

Average number of cars in freight trains, 23.31

Average weight of passenger trains, including locomotive and tender, in working order, exclusive of load, 104 tons.

Average weight of freight trains, including locomotive and tender, in working order, exclusive of load, 283 tons.

Employees.

Average number of persons regularly employed by company, including officials, 107

Same in Pennsylvania, 82

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 28,734

Number of miles run by freight trains, 48,623

Number of through passengers for the year on main road, None.

Number of passengers (all classes) carried in cars, 40,756

Number of passengers carried one mile, 507,151

Number of passengers carried one mile in Pennsylvania, 281,750

Number of tons of 2,000 pounds of freight for the year on main road, None.

Number of tons of freight carried one mile, 11,732,579

Number of tons of freight carried one mile in Pennsylvania, 6,518,090

Gross amount of tonnage for the year, (2,000 lbs., per ton.) 783,916

Average rate of speed adopted by express trains, including stops, (miles per hour,) 25

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	2,336	July, 1881,	3,954
February, 1881,	2,054	August, 1881,	3,754
March, 1881,	3,394	September, 1881,	6,086
April, 1881,	2,893	October, 1881,	3,962
May, 1881,	2,900	November, 1881,	3,232
June, 1881,	3,298	December, 1881,	2,893

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Coke,	124,966	Agricultural products,	4,346
Bituminous coal,	262,527	Merchandise and manufactures,	19,631
Petroleum and other oils,	215	Live stock,	6,687
Pig iron,	46,222	Lumber,	4,737
Railroad iron,	888	Other articles,	10,405
Other iron or castings,	17,516		
Iron and other ores,	188,575	Total,	783,915
Stone and lime,	96,998		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class way passengers,	3 cents.
---	----------

Rate per cent (of 2,000 pounds) per mile charged for Freight.

For local freight, per ton per mile,	1.479 cents.
For local coal, per mile per ton,	1.479 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,		\$779 38	\$779 38
February, 1881,		776 04	776 04
March, 1881,		1,036 26	1,036 26
April, 1881,		1,176 44	1,176 44
May, 1881,		1,039 12	1,039 12
June, 1881,		1,094 56	1,094 56
July, 1881,		1,338 08	1,338 08
August, 1881,		1,411 11	1,411 11
September, 1881,		1,756 05	1,756 05
October, 1881,		1,366 96	1,366 96
November, 1881,		1,189 95	1,189 95
December, 1881,		1,166 94	1,166 94
Total,		\$14,140 60	\$14,140 60

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,		\$12,825 19	\$12,825 19
February, 1881,		9,711 30	9,711 30
March, 1881,		12,893 91	12,893 91
April, 1881,		13,163 32	13,163 32
May, 1881,		14,261 95	14,261 95
June, 1881,		15,818 46	15,818 46
July, 1881,		18,341 67	18,341 67
August, 1881,		19,693 51	19,693 51
September, 1881,		13,931 16	13,931 16
October, 1881,		14,696 14	14,696 14
November, 1881,		15,781 74	15,781 74
December, 1881,		12,431 77	12,431 77
Total,		\$173,613 15	\$173,613 15

From all other Sources.

MONTHS.	Mail.		Express.		Miscellaneous.		Total.	
January, 1881, . . .	\$83	15	\$260	00	\$55	95	\$399	10
February, 1881, . . .	83	15	240	00	52	14	375	29
March, 1881, . . .	83	15	270	00	48	10	401	25
April, 1881, . . .	83	13	260	00	52	67	395	80
May, 1881, . . .	83	13	260	00	53	22	396	35
June, 1881, . . .	76	78	260	00	54	76	391	54
July, 1881, . . .	83	13	260	00	54	94	398	07
August, 1881, . . .	83	13	270	00	54	70	407	83
September, 1881, . . .	83	13	152	00	50	10	285	23
October, 1881, . . .	83	13	152	00	52	92	288	05
November, 1881, . . .	83	13	152	00	57	93	293	06
December, 1881, . . .	83	13	152	00	49	01	284	14
Total,	\$991	27	\$2,688	00	\$636	44	\$4,315	71

Total passenger earnings for the year,	\$14,140	89
Total freight earnings for the year,	173,618	15
Total earnings from all other sources,	4,315	71
Total earnings for the year,	\$192,069	75
Total receipts from all sources on whole length of line,	\$192,069	75
Proportion of earnings in Pennsylvania to earnings of whole line,	81,594	71

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

See lessor company's report.

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$27,234	82
New iron rails,	20	05
New steel rails, number of tons, 450,	6,750	00
Repairs of bridges,	1,265	64
Repairs of buildings and fixtures,	20	97
Repairs of fences,	287	55
All other expenses for maintenance of way,	1,021	26
Total for maintenance of way,	\$36,600	29
Cost per mile of road kept in repair,	\$1,660	63
Proportion for Pennsylvania,	15,546	48

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$4,195	58
Repairs of machinery,	316	67
All other expenses for maintenance of motive power and cars,	2,510	05
Total for maintenance of motive power and cars,	\$7,022	28
Cost per mile of road operated,	\$318	61
Proportion for Pennsylvania,	2,983	14

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$6,912	85
Salaries, wages, and incidentals chargeable to freight department, . . .	26,818	13
Wages of switchmen, signalmen, gatekeepers, and watchmen, . . .	927	52
Fuel, number cords of wood, 427; cost,	685	02
Fuel, number tons of coal, 4,149; cost,	6,223	01
Oil and waste,	1,102	65
Damages for injuries to persons,	7,418	50
Damage for loss of goods and baggage,	37	76
Damages to property, including damages by fire,	126	63
Taxes,	1,225	21
Telegraph expenses,	1,100	62
Amount paid other corporations or individuals for use of all other cars,	10,309	71
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . .	2,323	21
Total miscellaneous,	\$65,209	82
Amount per mile of road operated,	\$2,958	70
Proportion for Pennsylvania,	27,652	31
Total expenditures for operating the road,	108,832	39
Expenses per mile of road operated,	4,937	94
Expenses per mile of single track operated, not including sidings, . . .	4,537	94
Expenses per train mile,		78.63
Proportion for Pennsylvania,	46,233	96

EARNINGS.

Passenger transportation, local,	\$14,140	69
Freight transportation, local,	173,613	15
Mail service,	891	27
Express service,	2,688	09
All other sources of income,	686	44
Total,	\$192,099	75
Operating Expenses.		
Maintenance of way and buildings,	\$36,600	29
Maintenance of motive power and cars,	7,022	28
Miscellaneous,	65,209	82
Total operating expenses, being 56.64 per cent. of earnings,	108,832	39
Net earnings,	\$83,237	36
Earnings per mile of road operated,	\$3,714	89
Expenses per mile of road operated,	4,937	94
Net earnings,	\$3,776	65

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company; terms: 40 per cent. of gross receipts from general merchandise and money business, and 70 per cent. of gross receipts from oyster business; cars are furnished and kept in repair by Pennsylvania Company operating.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$991 27 per annum.

For stock and dividends, see lessor company's report.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,	2	. . . . .	1	. . . . .	3
Others,	2	. . . . .	2	. . . . .
Total,	2	2	1	2	3

Statement of each Accident.

April 26. Youngstown; William Lytle and N. Lynn, pushing car of lumber on private siding, struck by cars being dropped down to freight-house; both killed.

April 29. Youngstown; J. Perry, three fingers smashed, while making coupling.

November 4. Hilltown; M. J. Kennedy, arm broken; caught in brake-wheel.

November 10. Hilltown; William Cowell, scalp wound, while coupling.

STATE OF PENNSYLVANIA, } ss:
County of Allegheny, }

Personally appeared before me, Thomas D. Messler, Vice President, and J. P. Farley, Auditor, of the Pennsylvania Company, operating Lawrence railroad, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

THOS. D. MESSLER, *Vice President.*

J. P. FARLEY, *Auditor.*

Sworn and subscribed before me, this 31st day of January, A. D. 1882.

W. C. BOYLE, *Notary Public.*

REPORT

OF THE

*Lehigh and Lackawanna Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
F. O. Yarnall, President,	—
S. Shepherd, Secretary and Treasurer,	—
General offices at Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
E. W. Clark,	Philadelphia.
F. R. Cope,	Philadelphia.
F. Hazard,	Mauch Chunk.
Edward Lewis,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	375,100	00
Capital stock, amount subscribed,	375,100	00
Capital stock, total amount now paid in,	375,100	00
Capital stock, number of shares issued, 7,502		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due December 1, 1907, bear interest at 7 per cent., which is payable December 1 and June 1,) amount,	\$100,000	00
Second mortgage bonds, (due December 10, 1907, bear interest at 7 per cent., which is payable December 10 and June 10,) amount,	500,000	00
Total amount now of funded debt,	\$600,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$1,047 06		
The amount now of floating debt,	\$1,047	06
Total amount now of floating and funded debt,	\$601,047	06

COST.

Total cost of entire road to date,	\$976,147 06
--	--------------

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bethlehem to Chapman's,	15
Branches.		
Wind Gap branch, from Chapman's to Wind Gap, length of single track,	10
Aggregate length of main line and branches,	25
Aggregate length of sidings and other track not above enumerated,	2
Aggregate length of main line, branches, leased roads, sidings, and other track,	27

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 29.4

Weight of rail per yard, iron, 50 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 2

Wooden bridges, aggregate length, 100 feet.

Stations.

Number of stations on main road, passenger and freight, 4

Number of stations on branches, passenger and freight, 1

Number of engine-houses and shops in Pennsylvania, 1

Number of wood and water stations on main road, 1

Number of wood and water stations on branches, 1

How is track laid, and on what foundation? Gravel ballast, wooden ties.

EQUIPMENT.

Furnished by Central Railroad of New Jersey, and included in report of Lehigh and Susquehanna railroad.

What kind of train-brake is in use on your road? Westinghouse automatic.

Average number of cars in passenger trains, including baggage cars, 2

Average number of cars in freight trains, 15

Average weight of passenger trains, including locomotive and tender, in working order, 60 tons.

Average weight of freight trains, including locomotive and tender, in working order, 150 tons.

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger, freight, and coal trains :
Included in Lehigh and Susquehanna.

Number of through passengers for the year on main road,	2,587.5
Number of passengers (all classes) carried in cars,	83,900
Number of passengers carried one mile,	410,925.5
Number of tons of 2,000 pounds of through freight for the year on main road,	10,344.11
Number of tons of freight carried one mile,	733,862
Number of tons of freight carried one mile in Pennsylvania,	733,862
Gross amount of tonnage for the year, (2,000 pounds per ton,)	54,627.18
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops, (miles per hour,)	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all Classes) carried in Cars.

January, 1881,	1,705½	July, 1881,	3,194½
February, 1881,	1,779½	August, 1881,	3,349½
March, 1881,	3,272	September, 1881,	3,074½
April, 1881,	2,589	October, 1881,	2,813½
May, 1881,	2,491	November, 1881,	2,917½
June, 1881,	2,678½	December, 1881,	4,082

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	13,802.18	Agricultural products,	1,456
Petroleum and other oils,	16	Merchandise and manufactures,	1,521
Other iron or castings,	4,275	Live stock,	30
Iron and other ores,	17,889	Lumber,	226
Stone and lime,	15,187	Other articles,	225

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers, . . . . .	.03 and .025 ct
For first-class way passengers, . . . . .	.03 and .025 ct

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile, . . . . .	.05½
For through coal, per ton per mile, . . . . .	.03½
For local freight, per ton per mile, . . . . .	.05½
For local coal, per ton per mile, . . . . .	.03½

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$479 33
February, 1881,			587 47
March, 1881,			960 78
April, 1881,			772 32
May, 1881,			798 17
June, 1881,			801 25
July, 1881,			1,114 74
August, 1881,			857 09
September, 1881,			1,104 36
October, 1881,			926 26
November, 1881,			714 52
December, 1881,			1,186 64
Total,			

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$2,571 57
February, 1881,			2,252 71
March, 1881,			2,571 66
April, 1881,			3,156 88
May, 1881,			3,343 70
June, 1881,			2,709 71
July, 1881,			2,885 87
August, 1881,			3,508 92
September, 1881,			3,236 58
October, 1881,			3,178 65
November, 1881,			3,388 96
December, 1881,			2,664 32
Total,			\$35,569 53

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,		\$22 23		
February, 1881,		35 40		
March, 1881,		46 30		
April, 1881,		31 09		
May, 1881,		24 67		
June, 1881,		20 08		
July, 1881,		25 23		
August, 1881,		77		
September, 1881,		31 79		
October, 1881,		34 42		
November, 1881,		49 79		
December, 1881,		56 12		
Total,	\$1,218 18	\$409 69		\$1,628 07

Passenger earnings for the year,	\$10,252 93
Freight earnings for the year,	35,569 53
Earnings from all other sources, mails and express,	1,628 07
Total earnings for the year,	\$47,440 53

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	}	\$11,423	13
New iron rails,			
New steel rails,			
Repairs of bridges,			
Repairs of buildings and fixtures,			
Repairs of fences,			
All other expenses for maintenance of way,			
Total for maintenance of way,		\$11,423	13

Cost of maintenance of Motive Power and Cars.**Included in Lehigh and Susquehanna.**

Salaries, wages, and incidentals chargeable to passenger department,	}	\$19,491	51
Salaries, wages, and incidentals chargeable to freight department,			
Wages of switchmen, signalmen, gatekeepers, and watchmen,			
Fuel—wood,			
Fuel—coal,			
Oil and waste,			
Damages for injuries to persons,			
Damages for cattle killed or injured,			
Damage for loss of goods and baggage,			
Damages to property, including damages by fire,			
Taxes,			
Insurance,			
Telegraph expenses,			
Amount paid for use of palace and sleeping cars,			
Amount paid other corporations or individuals for use of all other cars,			
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,			
Total miscellaneous,		\$19,491	51
Total expenditures for operating the road,		\$30,914	64

EARNINGS.

Passenger transportation, local,	}	Total,	\$10,253	93
Passenger transportation, through,				
Freight transportation, local,	}	Total,	35,559	53
Freight transportation, through,				
Mail service,			1,218	18
Express service,			409	80
Total,			\$17,440	53
Operating Expenses.				
Maintenance of way and buildings,		\$11,423	13	
Miscellaneous,		19,491	51	
Total operating expenses,			30,914	64
Net earnings, (applied to payment of interest on bonds,)			\$16,525	89

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Philadelphia and Reading Express. Regular rates.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,253 \$5 per annum, July 1, 1881, to July 1, 1885.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 7,502 shares, \$375,100 00

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss:

Personally appeared before me, F. C. Yarnall, president, and S. Shepherd, treasurer, of the Lehigh and Lackawanna Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

F. C. YARNALL, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 23d day of February, A. D. 1882.

WM. C. ALDERSON, *Notary Public.*

REPORT

OF THE

Lehigh and Susquehanna Railroad Company, for the year ending December 31, 1881.

OFFICERS.

Same as the Lehigh Coal and Navigation Company. No separate organization or officers.

CAPITAL STOCK.

The Lehigh and Susquehanna railroad is owned by the Lehigh Coal and Navigation Company, and has no separate organization, capital or debt.

COST.

Total cost of entire road to date, \$14,002,005 11

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Phillipsburg to Union Junction,	105	105
Length of single main track,	105	51.6
Length of double main track,		
Branches.		
Nescopee branch, from Nescopee to Upper Lehigh, length of single track,	10	
Nanticoke branch, from Ashley to collieries, length of single track,	20.8	
Coplay branch, from Laubach to Hokendauqua, length of single track, . . . . .	.6	
Drifton branch, from Leslie's Run to Drifton, length of single track,	10.8	
Lee branch, from Lee Station to Nanticoke, length of single track,	2	
Pond Creek branch, from Sandy Run to Nescopee, length of single track,	2.4	
South Bethlehem branch, from South Bethlehem to Junction, length of single track, . . . . .	.25	
Ashley Planes branch, from Solomon Gap to Ashley, Pa., length of single track,	1	
Leased Roads.		
Nesquehoning Valley branch, from } Length of road,	16.5	
Nesquehoning Junction to Tam- } Length of single track,	16.5	
anend, } Length of double track,	6.8	
Treackow branch, from Silverbrook } Length of road,	7.2	
to Audenried, } Length of single track,	7.2	
Aggregate length of main line and branches,	154.73	
Aggregate length of leased roads,	23.7	
Aggregate length of sidings and other track not above enumerated,	81.7	
Length of track laid, if not completed,	224	

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail track in use, 123

Miles of steel rail in use, 901

Weight of rail per yard, { Iron, 56, 60, & 64 lbs.
 { Steel, 60 & 62½ lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 76

Wooden bridges, number of, 37; aggregate length, 3,169 feet.

Stone bridges, number of, 21; aggregate length, 250 feet.

Iron bridges, number of, 18; aggregate length, 2,878 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Lehigh Valley railroad, at Bethlehem; Lehigh Valley railroad, at Penn Haven Junction.

What railroads cross your road, either over or under your grade, in this Commonwealth? Lehigh Valley railroad, at Lehigh, Coalport, White Haven, Berger's, and Fairview; Belvidere and Delaware railroad, at Phillipsburg.

Stations.

Number of stations on main road, passenger and freight, .	29
Number of stations on branches, passenger and freight, .	13
Number of wood and water stations on main road, branches, and leased roads,	19
Number of tunnels, 2; aggregate length,	2,300 feet.

How is track laid and on what foundation? Gravel and stone ballast, wood cross-ties.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	106	
Number of first-class passenger cars,	15	
Number of second-class passenger cars,	11	
Number of baggage, mail and express cars,	1	
Number of freight cars,	566	
Number of coal, ore, and stone cars,	23,775	
Number of caboose cars,	39	

What kind of train-brake is in use on your road? Westinghouse automatic.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	20
Average weight of passenger trains, including locomotive and tender, in working order,	120 tons.
Average weight of freight trains, including locomotive and tender, in working order,	500 tons.

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	512,147
Number of miles run by freight trains,	241,885
Number of miles run by coal trains,	1,915,485
Number of through passengers for the year on main road,	1,618
Number of passengers (all classes) carried in cars,	600,746
Number of passengers carried one mile,	7,939,498.8
Number of passengers carried one mile in Pennsylvania,	7,939,498.8
Number of tons of 2,000 pounds of through freight for the year on main road,	18,459.18
Number of tons of freight carried one mile,	367,095,154
Number of tons of freight carried one mile in Pennsylvania,	367,095,154

Gross amount of tonnage for the year, (2,000 pounds per ton.)	4,641,8
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.)	
Average rate of speed adopted by express trains, including stops, (miles per hour.)	
Average rate of speed adopted by freight trains, including stops, (miles per hour.)	

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	41,253	July, 1881,	
February, 1881,	38,147	August, 1881,	
March, 1881,	47,654	September, 1881,	
April, 1881,	46,207	October, 1881,	
May, 1881,	48,080	November, 1881,	
June, 1881,	44,020	December, 1881,	

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	3,783,774.15	Stone and lime,	107
Bituminous coal,	8,205	Agricultural products,	62
Petroleum and other oils,	178,191	Merchandise and manufactures,	67
Pig iron,	65,987	Live stock,	2
Railroad iron,	7,160	Lumber,	112
Other iron or castings,	32,645	Other articles,	31
Iron and other ores,	180,891		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers, . . . . .	.03 and .04
For first-class way passengers, . . . . .	.03 and .04

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	1.06
For through coal, per ton per mile,	1.11
For local freight, per ton per mile,	1.06
For local coal, per ton per mile,	1.11

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			89.4
February, 1881,			82.4
March, 1881,			111.4
April, 1881,			111.4
May, 1881,			121.4
June, 1881,			111.4
July, 1881,			121.4
August, 1881,			171.4
September, 1881,			161.4
October, 1881,			161.4
November, 1881,			121.4
December, 1881,			161.4
Total,			\$1,021.4

From Transportation of Freight.

MONTH.	Through.	Local.	Total.
January, 1881,			\$247,855 63
February, 1881,			330,696 02
March, 1881,			342,749 02
April, 1881,			284,124 23
May, 1881,			292,227 67
June, 1881,			331,460 34
July, 1881,			347,144 44
August, 1881,			373,298 29
September, 1881,			358,081 57
October, 1881,			336,678 14
November, 1881,			367,174 25
December, 1881,			391,804 05
Total,			\$4,052,788 65

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,				\$331 87
February, 1881,				319 84
March, 1881,				770 83
April, 1881,				454 91
May, 1881,				485 75
June, 1881,				812 07
July, 1881,				895 58
August, 1881,				419 79
September, 1881,				819 81
October, 1881,				505 68
November, 1881,				492 20
December, 1881,				1,096 86
Total,				\$6,904 19

Total passenger earnings for the year,	\$162,778 48
Total freight earnings for the year,	4,052,788 65
Total earnings from other sources,	6,904 19
Total earnings for the year,	\$4,222,471 32
Total earnings from all sources on whole length of line,	\$4,222,471 32
Proportion of earnings in Pennsylvania to earnings of whole line,	4,222,471 32

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road and land or land damages, \$19,346 41

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$346,389	26
New iron rails,		
New steel rails,		
Repairs of bridges,		
Repairs of buildings and fixtures,		
Repairs of fences,	\$346,389	26
All other expenses for maintenance of way,		
Total for maintenance of way,	\$346,389	26

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	}	\$397,578	75
Repairs of machinery,			
Repairs of passenger, baggage, and mail cars,			
Repairs of freight cars,			
All other expenses for maintenance of motive power and cars,			
Total for maintenance of motive power and cars,		\$397,578	75

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$968,804	33
Salaries, wages, and incidentals chargeable to freight department,			
Wages of switchmen, signalmen, gatekeepers, and watchmen,			
Fuel—wood,			
Fuel—coal,			
Oil and waste,			
Damages for injuries to persons,			
Damages for cattle killed or injured,			
Damage for loss of goods and baggage,			
Damages to property, including damages by fire,			
Taxes,			
Insurance,			
Tele. raph expenses,			
Amount paid for use of palace and sleeping cars,			
Amount paid other corporations or individuals for use of all other cars,			
Total miscellaneous,		\$968,804	33
Total expenditures for operating the road,		\$1,712,772	34

EARNINGS.

Passenger transportation, local,	{ Total,	\$162,778	48
Passenger transportation, through,			
Freight transportation, local,	{ Total,	4,052,788	65
Freight transportation, through,			
Mail service,		6,904	19
Total,		\$4,222,471	32
Operating Expenses.			
Maintenance of way and buildings,		\$346,389	26
Maintenance of motive power and cars,		397,578	75
Miscellaneous,		968,804	33
Total operating expenses,		1,712,772	34

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Philadelphia and Reading express. Regular rates.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,308 36 per annum, July 1, 1878, to June 30, 1881.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	5	2
Others,	12	9
Total,	17	11

Statement of each Accident.

January 12, 1881. Flagman Nathaniel E. Belnap, of Whitehouse, Pa., in trying to make a coupling, at Bethlehem Junction, Pa., was caught between a box and coal car, receiving fatal injuries. S. A. Stearns, conductor; F. A. Hoovey, engineer.

January 19, 1881. John Gallagher, laborer in employ of Lehigh Valley railroad, at work on track at Ox Bar Curve, was struck by engine of train No. 3, and instantly killed. Charles E. Starr, conductor; I. W. Smith, engineer.

January 26, 1881. Thomas Bigley, of Rockport, Pa., stepped in front of third section of coal train 59 as it was passing water tanks near Penn Haven Junction, and had face cut and two ribs broken. Lehigh Valley passenger train was passing this point at same time, which probably confused him. Edward Hill, engineer.

February 4, 1881. Flagman John Bogart, in attempting to make a coupling, at Solomon's Gap, Pa., was caught between cars and injured internally, so that he was dead when extricated. M. L. Parks, conductor; Fred. Yeoman, engineer.

February 16, 1881. Mrs. Ellen Beers and Mrs. Amanda Mertz, of Newport, Pa., picking coal on track, near Siegfried, Pa., were struck by gravel train which was backing up, both receiving fatal injuries. The noise of a north-bound train prevented them hearing the danger signals or noticing the efforts made by train men to warn them of danger. Thomas Curry, conductor; I. P. Horn, engineer.

February 14, 1881. John W. Price, (supposed to have been lying on track,) was struck by engine of passenger train No. 8, near Walnutport Station, and instantly killed. Deceased resided at Walnutport, Pa. Coroner's jury exonerated company and employés. E. D. Horn, conductor; William Dolan, engineer.

March 1, 1881. Brakeman Lewis L. Smith, sustained severe internal injuries, a compound fracture of leg, and sundry flesh wounds, while backing train into siding at Nesquehoning Junction. Caused by there not being

sufficient brakes set to prevent cars colliding with some empty coal cars on siding. Taylor S. Weard, conductor; Richard McHale, engineer.

March 11, 1881. John McCall, fifty-five years of age, of Moosic, Pa., walking on track near that station, was struck by engine of train No. 4, receiving injuries which terminated fatally the same night. I. I. Moyer, conductor; George Wonersteen, engineer.

March 30, 1881. William Prout, a deaf man, sixty-four years old, walking on track near Lafler's Station, Pa., was struck by engine of passenger train No. 13, receiving fatal injuries. James Brady, conductor; Frank Pugh, engineer.

April 18, 1881. A boy named William Reese, of Easton, fell off a moving train, from which he was picking coal, near Odenwelder's Station, Pa., and was killed. David Funk, conductor; Richard Peirce, engineer.

June 7, 1881. A boy named Charles Dougherey was run over and killed by train No. 12, at Lower Catasauqua, Pa. He stood on the track with his fingers in his ears watching coal trains pass in opposite direction. H. H. Howe, conductor; James Street, engineer.

June 20, 1881. Brakeman Chapin Shoemaker, fell and slipped between wheels of truck, which passed over his right foot nearly severing it; at Ashley Planes, Pa. I. Drumheller, foreman.

June 28, 1881. Thomas Ehrick, walking on track, near Allentown, Pa., becoming confused by trains passing in opposite directions, was struck by engine of passenger train No. 12, receiving injuries which terminated fatally next day. H. H. Howe, conductor; James Street, engineer.

June 28, 1881. Joseph Miller, of White Haven, Pa., walking on track near that station, was struck by engine of passenger train No. 9 and fatally injured; he died on the following day. I. I. Moyer, conductor; Hiram Dye, engineer.

July 4, 1881. Jacob Kinzler, walking on track around curve near Tunnel Station, Pa., was struck by engine of passenger train No. 12 and almost instantly killed. M. Huff, conductor; Charles McGinley, engineer.

July 16, 1881. A boy seven years of age, named William Campbell, of Bridgeport, Pa., attempted to jump on coal train, near Nescopeck Junction, and falling underneath car wheels, had left leg cut off below the knee. Robert McLawrence, conductor; A. E. Detro.

July 24, 1881. Brakeman Joachim Cressman, of Odenwelder, Pa., who had just made a coupling at Mauch Chunk, Pa., was shortly afterwards found cut in twain. It is supposed that he fell off a car and was instantly killed. David Fritzinger, conductor; Frank Acke, engineer.

July 25, 1881. Edith Lowe, aged ten years, and her sister, Lottie Lowe, aged four years, who had been picking coal on the track about one mile north of Ashley, Pa., were both struck and instantly killed by engine of passenger train No. 14, while standing on the track watching a train passing on Lehigh Valley railroad. Charles Kocher, conductor; F. R. Hoovey, engineer.

August 5, 1881. Charles Weifert, of Quakake, Pa., in attempting to board irregular coal train in motion near that place, had his right leg broken. James Gallagher, conductor; James Reinharde, engineer.

August 12, 1881. Joseph Dawson, intoxicated and lying alongside track near Wilkes-Barre, Pa., at 9.45 P. M., had his right leg cut off below the knee by engine of passenger train No. 12. B. M. Hoxworth, conductor; Charles McGinley, engineer.

September 19, 1881. Harry Reitzel, son of agent at Leslie Run, Pa., had his leg broken and was bruised on head while playing near passing trains at that station. Moses Huff, conductor; George Wontersteen, engineer.

September 27, 1881. Edward Reilly, nine years of age, had left leg cut off below the knee, and right foot badly crushed while trying to steal a ride over Ashley, Pa., planes. Jacob Drumheller.

October 13, 1881. Brakeman Peter Stern, was found by shifting crew lying dead between the rails in center of track on Easton, Pa., yard. No one witnessed the accident, and it is not known how it happened. Jacob H. Jones, conductor; B. McMahon, engineer.

October 31, 1881. Brakeman Lawrence Finnegan, in passing over empty coal train to set brakes, fell through door of car which happened to be down, crushing his right arm, necessitating amputation close to shoulder. This occurred near Rockport, Pa. Oliver Knutz, engineer.

November 12, 1881. George Davis, twelve years old, stealing a ride on local freight No. 21½, attempted to jump off near Parson's, Pa., and falling underneath the cars, received fatal injuries. John Polson, conductor; M. P. Flynn, engineer.

November 15, 1881. Samuel Evans, of Wilkes-Barre, Pa., while walking down Ashley Planes watching a loaded train going up, was struck on opposite track and instantly killed. Jacob Drumheller.

November 25, 1881. Washington Landy, Nanticoke, Pa., in attempting to cross track at Hanover street crossing, South Wilkes-Barre, Pa., was struck by engine No. 249, of branch coal train, and severely bruised. His left arm was broken, badly bruised, and head and scalp injured. Wagon badly broken, but horse not injured. John Galligan, conductor; George Leaser, engineer.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, F. C. Yarnall, president, and S. Shepherd, treasurer, of the Lehigh and Susquehanna Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and hav-

ing carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

F. C. YARNALL, *Vice President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 23d day of February, A. D. 1882.

WILLIAM C. ALDERSON, *Notary Public.*

R E P O R T

OF THE

*Lehigh Valley Railroad Company, for the year ending
November 30, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Charles Hartshorne, President,	Philadelphia, Pa.
H. E. Packer, Vice President,	Mauch Chunk, Pa.
John R. Fanshawe, Secretary,	Philadelphia, Pa.
L. Chamberlain, Treasurer,	Philadelphia, Pa.
Robert H. Sayre, Chief Engineer and General Superintendent,	Bethlehem, Pa.
H. Stanley Goodwin, Assistant General Superintendent,	Bethlehem, Pa.
James I. Blakalee, Coal Branches Division Superintendent,	Mauch Chunk, Pa.
A. G. Broadhead, junior, Beaver Meadow Division Superintendent,	Mauch Chunk, Pa.
Alexander Mitchell, Wyoming Division Superintendent,	Wilkes-Barre, Pa.
James Donnelly, Assistant New Jersey Division Superintendent,	Perth Amboy, N. J.

General offices at No. 238 South Third Street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
David Thomas,	Catasauqua, Pa.
Ashbel Welch,	Lambertville, N. J.
William L. Conyngham,	Wilkes-Barre, Pa.
Ario Pardee,	Hazleton, Pa.
William A. Ingham,	Philadelphia, Pa.
George B. Markle,	Philadelphia, Pa.
Robert H. Sayre,	Bethlehem, Pa.
Harry E. Packer,	Mauch Chunk, Pa.
James I. Blakalee,	Mauch Chunk, Pa.
R. Asa Packer,	Sayre, Pa.
Elisha P. Wilbur,	Bethlehem, Pa.
Joseph Patterson,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock, amount subscribed,	\$27,608,100	00
Capital stock, total amount now paid in,	27,608,100	00
Capital stock, number of shares issued,	552,062	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due June 1, 1898, bear interest at 6 per cent., which is payable June 1 and December 1,) amount,	\$5,000,000	00
Second mortgage bonds, (due September 1, 1910, bear interest at 7 per cent., which is payable March 1 and September 1,) amount,	6,000,000	00
Third or consolidated mortgage bonds, (due \$9,500,000, December 1, 1923; \$4,168,000, annually until 1897; \$500,000 perpetual; all bear interest at 6 per cent., which is payable June 1 and December 1,) amount,	14,168,000	00
Total amount now of funded debt,	\$25,168,000	00
Floating Debt.		
Total amount now of floating and funded debt,	\$25,168,000	00
Funded debt, as per last report,	\$25,804,000	
	25,804,000	00
Decrease,	\$141,000	00

COST.

Total cost of entire road to date,	\$23,868,041	80
Proportion of same for Pennsylvania,	\$14,068,280	78
Total cost of entire equipment,	\$9,556,500	44

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Perth Amboy, N. J., to Wilkes-Barre, Pa.,	161.00	101.00
Length of single main track,	43.41	43.41
Length of double main track,	117.59	57.59
Branches.		
Beaver Meadow branch, from Penn Haven junction to Audenried, {	Length of branch,	17.71
	Length of single track,	6.05
	Length of double track,	11.66
Hazleton branch, from Hazleton Creek bridge to Tomhicken and branches, {	Length of branch,	33.08
	Length of single track,	24.15
	Length of double track,	8.93
Lehigh-Luzerne branch, from Lumber Yard to Milnesville and branches, {	Length of branch,	18.32
	Length of single track,	16.99
	Length of double track,	1.33
Mahanoy branch, from Black Creek junction to Mt. Carme', {	Length of branch,	65.78
	Length of single track,	33.58
	Length of double track,	27.20
Clinton branch, from Lansdown, N. J., to Clinton, N. J., {	Length of branch,	2.05
	Length of single track,	2.05
Slatedale branch, from Slatington to Slatedale, {	Length of branch,	3.30
	Length of single track,	3.30
Bear Creek branch, from Bear Creek junction to Bear Creek, {	Length of branch,	5.35
	Length of single track,	5.35
Leased Roads.		
Pennsylvania and New York railroad, from Wilkes-Barre to Lackawanna junction, {	Length of road,	9.60
	Length of single track,	9.60
Aggregate length of main line and branches,	306.59	244.54
Aggregate length of leased roads,	9.60	9.60
Aggregate length of sidings and other track not above enumerated,	253.43	194.23
Aggregate length of main line, branches, leased roads, sidings, and other track, as single track,	736.33	555.13

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 278.54
Miles of steel rail in use, 457.79
Weight of rail per yard, { Iron, 58 & 66 pounds.
{ Steel, 58 & 66 pounds.

Bridges and Trestles.

Wooden bridges, number of, 19; aggregate length, . . . 1,202 feet.
Stone bridges, number of, 5; aggregate length, 352 feet.
Iron bridges, number of, 32; aggregate length, 5,681 feet.
Wooden and iron trestles, number of, 4; aggregate length, 1,132 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Branch of Lehigh and Susquehanna railroad, at Bethlehem; Catasauqua and Foglesville railroad, at Catasauqua; Lehigh and Susquehanna railroad, at Penn Haven junction; Lehigh and Susquehanna railroad, at Sugar Notch; Branch of Lehigh and Susquehanna railroad, at South Wilkes-Barre; Lackawanna and Bloomsburg railroad, at Lackawanna junction.

What railroads cross your road, either over or under your grade, in this Commonwealth? Branch of Lehigh and Susquehanna railroad, at Coplay; Lehigh and Susquehanna railroad, at Leighton, East Mauch Chunk; Lehigh and Susquehanna railroad, at White Haven Bridge No. 28 and Fairview; Catawissa railroad, at Quakake.

Stations.

Number of stations on main road: Passenger and freight,	69
Number of stations on branches: Passenger and freight,	41
Number of stations on leased road: Passenger and freight,	5
Number of engine-houses and shops in Pennsylvania, 10;	
total number entire road,	11
Number of wood and water stations on main road in Pennsylvania,	23
Number of wood and water stations on branches in Pennsylvania,	20
Number of wood and water stations on leased roads in Pennsylvania,	2
Number of tunnels, 1 in Pennsylvania; aggregate length,	1,023 feet.

How is track laid, and on what foundation? On oak and chestnut cross-ties, with stone, gravel, and cinder ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	114	
Number of locomotives of more than 30 tons weight,	123	
Number of locomotives of more than 20 tons weight,	31	
Number of first-class passenger cars,	} 78	
Number of second-class passenger cars,		
Number of baggage, mail, and express cars,	41	
Number of freight cars, { House cars, 1,943, }	3,492	
Trucks, 1,549,		
Number of coal, ore, and stone cars,	24,859	
Number of caboose cars,	79	

What kind of train brake is in use on your road? The Westinghouse automatic on all passenger trains, hand-brakes on all other trains.

Average number of cars in passenger trains, including baggage cars, about,	4
Average number of cars in freight trains,	15 to 75

Average weight of passenger trains, including locomotive and tender, in working order, about	140 tons
Average weight of freight trains, including locomotive and tender, in working order,	200 to 800 tons.

Employees.

Average number of persons regularly employed by company, including officials, about	5,700
Same in Pennsylvania, about	4,700

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains,	1,071,623
Number of miles run by freight trains,	1,597,882
Number of miles run by coal trains,	2,888,529
Number of passengers carried one mile in Pennsylvania,	23,123,806
Number of tons of freight carried one mile,	695,801,888
Gross amount of tonnage for the year, (2,000 pounds per ton,)	9,972,773
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20 to 25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	30 to 35
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1880,	109,920½	June, 1881,	121,968
January, 1881,	95,085½	July, 1881,	140,801
February, 1881,	85,942	August, 1881,	162,893½
March, 1881,	111,133½	September, 1881,	151,965½
April, 1881,	111,514	October, 1881,	133,700½
May, 1881,	118,408	November, 1881,	122,555

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	6,486,841	Iron and other ores,	780,643
Bituminous coal,	88,644	Stone and lime,	150,228
Petroleum and other oils,	290,638	Live stock,	22,397
Pig iron,	395,107	Lumber,	148,238
Railroad iron,	165,726	Other articles,	1,441,611

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers, about	2½ cents.
For first-class way passengers, about	3 cents.

Rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	1.05 cents.
For local freight, per ton per mile,	1.05 cents.

MONTHLY EARNINGS FOR THE YEAR.**From Transportation of Freight.**

MONTHS.	Coal.		Freight.		Total.	
December, 1880,	\$489,150	32	\$153,514	61	\$622,664	93
January, 1881,	421,910	82	142,191	47	564,102	29
February, 1881,	541,821	18	145,005	21	686,826	34
March, 1881,	557,321	57	197,510	38	754,831	95
April, 1881,	502,689	14	184,690	90	687,380	04
May, 1881,	516,975	05	200,009	98	716,985	03
June, 1881,	598,492	15	180,379	64	778,871	79
July, 1881,	599,051	85	156,947	59	755,999	44
August, 1881,	609,377	21	196,007	51	805,384	72
September, 1881,	586,911	18	179,661	08	766,572	16
October, 1881,	634,698	67	196,959	62	830,658	29
November, 1881,	640,191	23	193,518	78	834,710	01
Total,	\$6,678,590	27	\$2,126,396	72	\$8,804,986	99

From all Other Sources.

MONTHS.	Mails.		Express.		Passengers.		Total.
December, 1880,	\$1,971	59	\$2,314	21	\$40,125	46	\$44,411 26
January, 1881,	1,971	59	1,802	30	33,463	67	36,737 56
February, 1881,	1,971	59	1,209	81	32,238	82	35,414 72
March, 1881,	1,971	59	1,485	21	40,357	25	43,814 05
April, 1881,	1,971	59	1,575	10	42,322	88	45,869 57
May, 1881,	1,971	59	1,629	21	47,578	64	51,179 44
June, 1881,	1,971	59	1,563	76	50,415	93	53,951 28
July, 1881,	1,971	59	1,763	11	56,094	12	59,828 82
August, 1881,	1,971	59	1,654	32	56,548	21	60,169 12
September, 1881,	1,971	59	1,654	61	70,640	75	74,266 95
October, 1881,	1,971	59	1,883	02	52,452	32	56,306 93
November, 1881,	1,971	59	3,259	59	51,689	89	56,921 07
Total,	\$23,659	08	\$21,293	75	\$573,917	94	\$618,870 77

Total passenger, express, and mail earnings for the year,	\$618,870	77
Total freight and coal earnings for the year,	8,804,986	99
Total earnings from all other sources,	968,268	24
Total earnings for the year,	\$10,392,126	00

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New freight and coal cars,	\$481,335	46
Any other expenditures chargeable to this account,	130,600	00
Total,	\$611,835	46

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$549,073	69
New steel rails,	219,462	95
Repairs of bridges,	73,010	99
Repairs of buildings and fixtures,	165,647	56
Repairs of fences,	132	09
Railroad ties,	209,341	58
Total for maintenance of way,	\$1,216,668	86

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$474,429	35
Repairs of machinery,	77,696	93
Repairs of passenger, baggage, and mail cars,	139,822	62
Repairs of freight and coal cars,	670,648	34
All other expenses for maintenance of motive power and cars,	33,975	43
Total for maintenance of motive power and cars,	\$1,396,572	67

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$122,099	08
Salaries, wages, and incidentals chargeable to freight department,	977,921	98
Wages of watchmen,	57,551	37
Fuel—number tons of coal, 239,681; cost,	556,018	49
Oil and waste, Included in repairs of cars, &c.		
Damages for injuries to persons,	155	14
Damages for cattle killed or injured,	280	00
Damages to property, including damages by fire,	2,229	57
Taxes,	16,763	76
Sundry supplies, &c.,	109,720	89
Telegraph expenses,	45,559	55
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	146,541	94
Total miscellaneous,	\$2,084,842	25
Total expenditures for operating the road,	\$4,648,083	78

EARNINGS.

Passenger transportation, local and through,	\$573,917	94
Freight transportation, local and through,	8,804,986	99
Mail service,	23,659	06
Express service,	21,293	75
All other sources of income,	368,268	24
Total,	\$10,392,123	00
Operating Expenses.		
Maintenance of way and buildings,	\$1,216,668	86
Maintenance of motive power and cars,	1,396,572	67
Miscellaneous,	2,084,842	25
Total operating expenses,	4,648,083	78
Net earnings,	\$5,744,042	22

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? The Central Express Company in cars furnished by railroad company; the Philadelphia and Reading Railroad Express Company in cars furnished by themselves.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman sleeping cars run on our road, and are maintained by us. They are owned by the Pullman Palace Car Company, who charge their regular rates in addition to the regular passenger rates.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued: 2,126 shares, par \$50, \$106,300 00

Amount of common stock now outstanding: 549,936 shares, par \$50, 27,496,800 00

Rate and date of all cash dividends on stock of original and consolidated companies: January 15, 1881, common, 1 per cent.; preferred, $2\frac{1}{2}$ per cent. April 15, 1881, common, $1\frac{1}{2}$ per cent.; preferred, $2\frac{1}{2}$ per cent. July 15, 1881, common, $1\frac{1}{2}$ per cent.; preferred, $2\frac{1}{2}$ per cent. October 15, 1881, common, $1\frac{1}{2}$ per cent.; preferred, $2\frac{1}{2}$ per cent.

Number and per cent. of dividends:					
<i>Common.</i>				<i>Preferred.</i>	
January 15,	1 per cent.,	\$274,968 00	2½ per cent.,	\$2,657 50	
April 15,	1½ per cent.,	412,452 00	2½ per cent.,	2,657 50	
July 15,	1½ per cent.,	412,452 00	2½ per cent.,	2,657 50	
October 15,	1½ per cent.,	412,452 00	2½ per cent.,	2,657 50	
Amount paid in dividends,				\$1,522,954	00
				1,517,549	00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	1
Employés,	33	18
Others,	15	15
Total,	49	34

Statement of each Accident.

The one passenger killed, was riding on platform of passenger car contrary to rules, and fell off the train.

The one passenger injured, had his arm out of passenger car window, and was struck by bridge, and his arm broken.

The thirty-three employés were killed in following manner: Three by engine or train off track; four while coupling cars; six by falling from train; one while walking about or under train; ten struck on track by train or engine in motion; two by accidental explosion of blasting powder; one caught between engine and side of coal breaker; three by collision of trains; three by trying to get on passing trains.

The eighteen employés were injured in the following manner: Four while coupling cars; six while jumping or falling from train; two while working about or under train; two struck on track by engine or train in motion; two by accidental explosion of blasting powder; one by trying to get on a passing train; one by having arm out of car window and striking bridge.

The fifteen others were killed in the following manner: Four while riding coal or freight trains contrary to rules of company; three while walking on track; six while crossing track ahead of trains; two while intoxicated and sitting or lying on track.

The fifteen others were injured in the following manner: Ten while riding on freight or coal trains contrary to rules of company; four while walking on track; one while crossing track ahead of train.

STATE OF PENNSYLVANIA, {
County of Philadelphia, } ss:

Personally appeared before me, Charles Hartshorne, president, and Lloyd Chamberlain, treasurer, of the Lehigh Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

CHARLES HARTSHORNE, *President.*

L. CHAMBERLAIN, *Treasurer.*

Sworn and subscribed before me, this 11th day of February, A. D. 1882.

WM. C. ALDERSON, *Notary Public.*

R E P O R T

OF THE

*Lewisburg and Tyrone Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Strickland Kneass, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 283 South Fourth street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
G. B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Eli Silfer,	Lewisburg, Pa.
James P. Coburn,	Aaronsburg, Pa.
S. C. Stewart,	Tyrone, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,200,000	00
Capital stock authorized by votes of company,	1,200,000	00
Capital stock, amount subscribed,	1,200,000	00
Capital stock, total amount now paid in,	1,200,000	00
Capital stock, number of shares issued, 24,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$183,512 20	
The amount now of floating debt,	\$183,512	20
Total amount now of floating and funded debt,	\$183,512	20
Floating debt as per last report,	\$119,006 77	
Total cash realized from capital stock and debt,	\$1,383,512	20

COST.

Total cost of entire road to date, \$1,424,352 74

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Tyrone intersection to Fairbrook, . . .	19.90	19.90
Length of single main track,	19.90	19.90
Length of main line, from Montandon to Spring Mills,	43.18	43.18
Length of single main track,	43.18	43.18
Branches.		
Sootia branch, from Fairbrook to terminus,	5.26	5.26
Length of branch,	5.26	5.26
Length of single track,	5.26	5.26
Aggregate length of main line and branches,	68.34	68.34
Aggregate length of sidings and other track not above enumerated,	3.31	3.31
Aggregate length of main line, branches, leased roads, sidings, and other track,	71.65	71.65

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail track in use, 71.43
 Miles of steel rail track in use, 1.13
 Weight of rail per yard, { Iron, 45, 50, 56, 60 lbs.
 Steel, 67 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 49
 Wooden bridges, number of, 39; aggregate length, 1,478 feet.
 Wooden trestles, number of, 10; aggregate length, 1,969 feet.

Stations.

Number of stations on main road: Passenger, 20; freight, 18; total, 31
 Number of stations on branches: Passenger, 1; freight, 1; total, 1
 Number of engine-houses and shops in Pennsylvania, 2; total number entire road, 2
 Number of wood and water stations on main road, 4
 Number of tunnels, 2; aggregate length, 580 feet.

How is track laid and on what foundation? White oak cross-ties, on broken stone ballast.

The Lewisburg and Tyrone railroad is leased to the Pennsylvania Railroad Company for the term of ninety-nine years, from and after the 1st day of January, 1880, to which you are referred for information relative to the operation of the line.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension of road, \$108,858 96

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 24,000 shares,

@ \$50, \$1,200,000 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Strickland Kneass, president, and James R. McClure, treasurer, of the Lewisburg and Tyrone Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true* and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

STRICKLAND KNEASS, *President.*

JAS. R. MCCLURE, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1882.

JNO. C. SIMS, Jr., *Notary Public.*

R E P O R T**OF THE**

Ligonier Valley Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
S. H. Baker, President,	Latrobe, Pa.
R. B. Mellon, Secretary and Treasurer,	Pittsburgh, Pa.
Thomas Mellon, General Solicitor,	Pittsburgh, Pa.
T. A. Mellon, Chief Engineer and General Manager,	Pittsburgh, Pa.
George Senft, General Superintendent,	Ligonier, Pa.
J. R. Mellon, General Auditor and Passenger Agent,	Pittsburgh, Pa.

General offices at Ligonier, Westmoreland county, Pa.

*Much of the information called for by the foregoing blanks being required of the lessee company, the word "full," in the above affidavit, is stricken out.

*Names of Directors.**Residences.*

R. M. Graham,	Ligonier, Pa.
W. A. Baer,	Ligonier, Pa.
J. M. Breniser,	Ligonier, Pa.
Honorable N. M. Marker,	Ligonier, Pa.
W. D. McGowan,	Ligonier, Pa.
A. A. Johnston,	Youngstown, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, total amount now paid in, \$61,000, but purchased by present company at sheriff's sale for \$5,000.		
Capital stock, number of shares issued,	2,000	
Capital stock, amount paid in on each share, regarded as paid in full,	50	00

DEBT.

Funded Debt.		
First mortgage bonds. (due —, bear interest at 6 per cent., which is payable out of net earnings,) amount,	\$48,984	62
Total amount now of funded debt,	\$48,984	62
Floating Debt.		
Total amount now of floating and funded debt,	\$48,984	62

COST.

Total cost of entire road to date and equipment,	\$71,006	86
Proportion of same for Pennsylvania, All.		
Cost of road and equipment per mile,	\$6,762	56
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Latrobe to Ligonier,	10½	10½
Length of single main track,	10½	10½
Aggregate length of main line and branches,	10½	10½
Aggregate length of sidings and other track not above enumerated,	2½	2½
Aggregate length of main line, branches, leased roads, sidings, and other track,	13	13

Gauge.

What is the gauge of your lines? 8 feet.

Track.

Miles of iron rail in use, 26 $\frac{3}{4}$

Miles of steel rail in use, $\frac{1}{4}$

Weight of rail per yard, { Iron, 35 pounds.
Steel, 30 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 4

Wooden bridges, number of, 4; aggregate length, 190 feet.

Stone bridges, None.

Iron bridges, None.

Wooden trestles, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main roads, passenger and freight, 11

Number of stations on branches, None.

Number of stations on leased roads, None.

Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1

Number of wood and water stations on main road, 3

Number of wood and water stations on branches, None.

Number of wood and water stations on leased roads, None.

Value of real estate held by the company, exclusive of
roadway, in Pennsylvania, Can't say.

Number of tunnels, None.

How is track laid, and on what foundation? Deep broken stone bed with oak cross-ties, ballasted with stone.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight,	2	\$3,500 00
Number of first-class passenger cars,	2	1,400 00
Number of second-class passenger cars, open excursion car,	1	800 00
Number of baggage, mail, and express cars,	1	500 00
Number of freight cars, { House cars, 2 {	6	275 00
Trucks, 4 {		
Number of coal, ore, and stone cars,	2	50 00
Number of caboose cars,	1	200 00
Number of set transfer trucks,*	10	300 00

* The transfer trucks, heavy built, narrow gauge, to carry bodies of broad gauge cars transferred by Ramsey's patent car-truck shifting apparatus.

What kind of train-brake is in use on your road? Common hand-brake.
 Average number of cars in passenger trains, including baggage cars, and in freight trains, 7
 Average weight of passenger trains, and of freight trains, including locomotive and tender, in working order, . . . 135 tons.

Employees.

Average number of persons regularly employed by company, including officials, 16
 Same in Pennsylvania, 16

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	1,064	July, 1881,	8,110
February, 1881,	1,149	August, 1881,	8,210
March, 1881,	1,651	September, 1881,	4,902
April, 1881,	1,262	October, 1881,	2,208
May, 1881,	1,750	November, 1881,	1,800
June, 1881,	2,054	December, 1881,	2,251

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	40	Live stock,	323
Other iron or castings,	20	Lumber,	11,564
Stone and lime,	15	Other articles,	87
Agricultural products,	446	Bark,	1,041
Merchandise and manufactures,	195		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers, 5 cents.
 For first-class way passengers, 5 cents.

Rate per ton, (of 2,240 pounds) per mile charged for Freight.

For through freight, per ton per mile, 6 cents.
 For through coal, per ton per mile, 3 cents.
 For local freight, per ton per mile, 20 cents.

MONTHLY EARNINGS FOR THE YEAR.**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$350	00	\$73	15	\$423	15
February, 1881,	331	80	84	20	416	00
March, 1881,	309	00	150	00	549	00
April, 1881,	362	00	94	95	456	95
May, 1881,	402	70	174	45	577	15
June, 1881,	469	10	149	45	618	55
July, 1881,	436	80	963	35	1,600	15
August, 1881,	792	40	844	35	1,598	75
September, 1881,	757	15	418	00	1,175	15
October, 1881,	610	42	159	85	770	29
November, 1881,	478	75	151	50	630	25
December, 1881,	548	55	186	95	735	50
Total,	\$6,068	67	\$3,450	20	\$9,538	87

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$1,018	34	\$115	80	\$1,134	14
February, 1881,	1,016	72	128	80	1,145	52
March, 1881,	892	04	208	15	1,100	19
April, 1881,	477	29	197	78	675	05
May, 1881,	817	62	213	30	1,030	92
June, 1881,	1,167	24	232	95	1,400	19
July, 1881,	813	95	172	55	986	50
August, 1881,	755	66	236	45	992	11
September, 1881,	997	40	235	80	1,233	20
October, 1881,	792	82	270	85	1,063	17
November, 1881,	671	94	204	25	870	19
December, 1881,	641	71	247	80	889	51
Total,	\$10,062	23	\$2,464	46	\$12,526	69

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,	\$117	99	.	.	.	.	\$117	99
February, 1881, . . . . .	.	.	.	.	.	.	.	.
March, 1881, . . . . .	.	.	.	.	\$13	22	13	22
April, 1881, . . . . .	.	.	.	.	25	.	25	.
May, 1881,	117	99	.	.	1	00	118	99
June, 1881, . . . . .	.	.	.	.	.	.	.	.
July, 1881, . . . . .	.	.	.	.	26	05	26	05
August, 1881, . . . . .	.	.	.	.	1	00	1	00
September, 1881, . . . . .	.	.	.	.	.	.	.	.
October, 1881,	117	99	.	.	.	.	117	99
November, 1881,	114	03	.	.	.	.	114	03
December, 1881, . . . . .	.	.	.	.	.	.	.	.
Total,	\$468	00	.	.	\$41	52	\$509	52

Total passenger earnings for the year,	\$9,538	87
Total freight earnings for the year,	12,527	84
Total earnings from all other sources,	534	42
Total earnings for the year,	\$22,601	13
Total receipts from all sources on whole length of line,	\$22,601	13
Proportion of earnings in Pennsylvania to earnings of whole line,	22,601	13

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$304	75
New passenger cars, number of, 3,	2,166	29
Any other expenditures chargeable to this account,	279	68
Total,	\$2,746	78
Proportion for Pennsylvania, All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$1,595	41
Repairs of bridges,	23	15
Repairs of buildings and fixtures,	267	20
Repairs of fences,	24	30
All other expenses for maintenance of way,	653	92
Total for maintenance of way,	\$2,568	98
Cost per mile of road kept in repair,	\$244	19
Proportion for Pennsylvania, All.		

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$615	02
Repairs of machinery,	17	02
Repairs of passenger, baggage, and mail cars,	102	61
Repairs of freight cars,	95	00
All other expenses for maintenance of motive power and cars,	17	49
Total for maintenance of motive power and cars,	\$847	14
Cost per mile of road operated,	\$90	68
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$5,698	61
Wages of switchmen, signalmen, gatekeepers, and watchmen,	78	96
Fuel—coal,	395	44
Oil and waste,	174	72
Damage for loss of goods and baggage,	6	42
Taxes,	179	24
Insurance,	31	50
Telegraph expenses,	3	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	495	03
Total miscellaneous,	\$7,059	92
Amount per mile of road operated,	\$672	37
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	10,474	04
Total charged to road and equipment,	2,746	73
Expenses per mile of road operated,	997	52
Expenses per mile of single track operated, not including sidings,	997	52
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local,	\$3,450 20	} Total,	\$9,538	87
Passenger transportation, through,	6,088 67			
Freight transportation, local,	2,464 46	} Total,	12,527	29
Freight transportation, through,	10,062 83			
Mail service,			468	00
All other sources of income,			41	52
Total,			\$22,575	68
Operating Expenses.				
Maintenance of way and buildings,	\$2,563 98			
Maintenance of motive power and cars,	847 14			
Miscellaneous,	7,059 92			
Total operating expenses,			10,474	04
Net earnings,			\$12,101	64
Earnings per mile of road operated,			\$2,150	06
Expenses per mile of road operated,			997	53
Net earnings,			\$1,152	53

The net earnings have been applied as follows :

To interest on mortgage,	\$3,302	24
To rolling stock and betterments,	2,746	73
To payment on account of mortgage indebtedness,	6,052	67
	\$12,101	64

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc. ? None.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates ? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service ? The compensation for carrying the mail twice each day up to October 1, was at the rate of \$472 per annum ; from October 1, 1881, it was at the rate of \$456 12 per annum.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding, \$100,000 00
Rate and date of all cash dividends on stock of original and consolidated companies, None.

STATE OF PENNSYLVANIA, }
 County of Westmoreland, } ss :

Personally appeared before me, S. H. Baker, president of the Ligonier Valley Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

S. H. BAKER, *President.*

Sworn and subscribed before me, this 21st day of February, A. D. 1882.

H. AMSLER, *Justice of the Peace.*

REPORT

OF THE

*Little Saw Mill Run Railroad Company, for the year
 ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John S. Hollingshead, President,	Pittsburgh, Pa.
Charles S. Fetterman, Secretary and General Solicitor,	Pittsburgh, Pa.
Jacob Henricl, Treasurer,	Economy, Pa.
John S. Hollingshead, General Manager, General Superintendent, and Division Superintendent,	Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob Henricl,	Economy, Pa.
Jonathan Lenz,	Economy, Pa.
Jehu Haworth,	Pittsburgh, Pa.
John R. Neeld,	Banksville, Pa.
A. E. W. Painter,	Pittsburgh, Pa.
Robert Long,	Mt. Lebanon, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of company,	100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued,	2,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1884, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$30,000	00
Total amount now of funded debt,	\$30,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$39,300	00
Debt incurred for any other purpose, and for what: December pay-roll and quarterly bills,	5,242	83
The amount now of floating debt,	44,542	83
Total amount now of floating and funded debt,	\$124,542	83
Funded debt as per last report,	\$30,000	00
Floating debt as per last report,	30,000	00
Total cash realized from capital stock and debt,	\$9,300	00

COST.

Total cost of entire road to date,	\$109,275	58
Average of same per mile of road laid,	\$36,425	19
Proportion of same for Pennsylvania,	109,275	58
Total cost of entire equipment,	\$75,597	78
Average cost of equipment per mile of road operated by company,	25,199	24
Proportion of same to Pennsylvania,	75,597	78
Cost of road and equipment per mile,	61,624	44
Proportion of same for Pennsylvania,	184,873	81

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Banksville,	3	3
Length of single main track,	3	3
Aggregate length of main line and branches,	3	3
Aggregate length of sidings and other track not above enumerated,	1½	1½
Aggregate length of main line, branches, leased roads, sidings, and other track,	4½	4½

Gauge.

What is the gauge of your lines? 4 ft. 8½ in. & 3 ft.

Track.

Miles of iron rail in use, about ½
Miles of steel rail in use, about 4
Weight of rail per yard, { Iron, 56 lbs.
{ Steel, 52.6, 53, 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	4
Wooden bridges, number of, 4 ; aggregate length,	300 feet.
Stone bridges,	None.
Iron bridges,	None.
Wooden trestles, number of, 4 ; aggregate length,	1,860 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? Pittsburgh, Cincinnati and St. Louis railroad, over, at Pittsburgh; Pittsburgh and Lake Erie railroad, under, at Pittsburgh.

Stations.

Number of stations on main road: Passenger and freight,	4
Number of stations on branches: Passenger and freight,	None.
Number of stations on leased roads: Passenger and freight,	None.
Number of engine-houses and shops in Pennsylvania,	2
Number of water stations on main road,	1
Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads,	None.
Value of real estate held by the company, exclusive of roadway,	\$54,850 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	\$54,850 00
Number of tunnels,	None.

How is track laid, and on what foundation? Steel and iron rail, common splice joint; oak ties, on coal slack and clay ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 20 tons weight,	2	\$8,500 41
Number of locomotives of more than 10 tons weight,	1	2,831 00
Number of combination cars,	1	6,000 00
Number of freight cars: Trucks,	1	2,000 00
Number of freight cars: Trucks,	223	450 00
Number of coal, ore, and stone cars,	79	158 00
Number of coal, ore, and stone cars,	25	200 00

What kind of train-brake is in use on your road? Locomotives and tenders, "Eames' vacuum brake;" on cars, the ordinary hand-brakes.

Average number of cars in passenger trains, including baggage cars,	None.
Average number of cars in coal trains, four-wheel basis,	35
Average weight of passenger trains, including locomotive and tender, in working order,	None.

Average weight of coal trains, including locomotive and tender, in working order, 180 tons.

Employees.

Average number of persons regularly employed by company, including officials, 59
Same in Pennsylvania, 59

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, None.
Number of miles run by freight trains, None.
Number of miles run by coal trains, about 18,000
Number of through passengers for the year on main road, number of passengers (all classes) carried in cars, number of passengers carried one mile, and number of passengers carried one mile in Pennsylvania: See report of Pittsburgh Southern Railway Company.
Number of tons of 2,000 pounds of through freight for the year on main road, 418,813¹⁴⁷/₁₀₀₀
Number of tons of freight carried one mile, 1,250,816⁴¹⁶/₁₀₀₀
Number of tons of freight carried one mile in Pennsylvania, 1,250,816⁴¹⁶/₁₀₀₀
Gross amount of tonnage for the year, (2,000 pounds per ton,) 418,813¹⁴⁷/₁₀₀₀
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour:) See Pittsburgh Southern report.
Average rate of speed adopted by express trains, including stops, (miles per hour:) See Pittsburgh Southern report.
Average rate of speed adopted by coal trains, including stops, (miles per hour,) 6 to 10
For monthly statement of passengers (all classes) carried in cars, see Pittsburgh Southern Railway Company's report.

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal, 416,938¹⁴⁷/₁₀₀₀
Other articles, 1,875

For rate of fare for passengers charged for the respective classes per mile, see Pittsburgh Southern Railway Company's report.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through coal, per ton per mile, (includes handling charges at destination,) about 7 cents.

MONTHLY EARNINGS FOR THE YEAR.

For from transportation of passengers, see report of Pittsburgh Southern Railway Company.

From Transportation of Coal.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$6,786 31
February, 1881,			6,727 24
March, 1881,			8,369 17
April, 1881,			7,909 80
May, 1881,			7,410 13
June, 1881,			7,228 33
July, 1881,			5,573 54
August, 1881,			7,568 45
September, 1881,			6,404 70
October, 1881,			8,075 77
November, 1881,			7,878 51
December, 1881,			8,231 11
Total,			\$68,168 06

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,				\$730 07
February, 1881,				848 69
March, 1881,				2,692 87
April, 1881,				895 92
May, 1881,				1,024 17
June, 1881,				1,510 66
July, 1881,				1,005 84
August, 1881,				1,002 70
September, 1881,				1,171 46
October, 1881,				2,056 01
November, 1881,				2,350 74
December, 1881,				1,907 52
Total,				\$17,196 65

Total freight earnings for the year,	\$68,168 06
Total earnings from all other sources,	17,196 65
Total earnings for the year,	\$105,359 71
Total receipts from all sources on whole length of line,	\$105,359 71
Proportion of earnings in Pennsylvania, to earnings of whole line,	105,359 71

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$1,342 82
Engine-houses, car-sheds, wood and coal-sheds, and water-tanks,	1,316 62
Additional locomotives, number of, 1,	2,831 41
New coal cars, number of, 248, paid on account,	24,185 00
New machine-shops, machinery, and tools,	3,649 77
Total,	\$33,325 62
Proportion for Pennsylvania,	\$33,325 62

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$5,769	11
New steel rails, number of tons, 70,	4,248	09
Repairs of bridges,	2,159	68
Repairs of buildings and fixtures,	689	22
Total for maintenance of way,	\$12,816	10
Cost per mile of road kept in repair,	\$4,272	03
Proportion for Pennsylvania,	12,816	10

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$2,558	58
Repairs of machinery,	977	67
Repairs of freight cars,	8,151	72
Total for maintenance of motive power and cars,	\$11,682	97
Cost per mile of road operated,	\$3,894	32
Proportion for Pennsylvania,	11,682	97

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to freight department, . .	\$15,851	69
Fuel—number of tons of coal, 1,035; cost,	1,534	86
Oil and waste.	2,692	66
Taxes,	2,639	92
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	3,180	68
Total miscellaneous,	\$25,399	81
Amount per mile of road operated,	\$8,466	60
Proportion for Pennsylvania,	25,399	81
Total expenditures for operating the road,	49,898	88
Total charged to road and equipment,	38,325	62
Expenses per mile of road operated,	27,408	16
Expenses per mile of single track operated, not including sidings, . .	27,408	16
Expenses per train mile, about	2	77
Proportion for Pennsylvania, about	2	77

EARNINGS.

Coal transportation, local,	{ Total,	\$38,163	06
Coal transportation, through,		554	00
Rents,		16,642	65
All other sources of income,			
Total,		\$105,859	71
Operating Expenses.			
Maintenance of way and buildings,	\$12,816	10	
Maintenance of motive power and cars,	11,682	97	
Miscellaneous,	25,399	81	
Total operating expenses, being 47.36 per cent. of earnings, . .		49,898	88
Net earnings,		\$55,460	83
Earnings per mile of road operated,		\$35,119	90
Expenses per mile of road operated,		16,682	96
Net earnings,		\$18,486	94

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? None.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and, if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Mail carried by Pittsburgh Southern Railway Company.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
 Amount of common stock now outstanding, \$100,000 00
 Amount of stock issued as stock dividends, and dates of issue, None.
 Rate and date of all cash dividends on stock of original and consolidated companies: January 15, 4 per cent.; April 15, 2½ per cent.; July 15, 2½ per cent.; October 15, 2½ per cent.

Number and per cent. of dividends: Four—4, 2½, 2½, 2½=11½ per cent.		
Amount paid in dividends,	\$11,500	00
Paid for interest,	8,257	02
Balance for the year, or surplus,	\$4,003	05
Surplus at commencement of the year,	8,564	62
Total surplus,	\$12,567	67
Surplus invested as follows:		
Cash and loans,	\$1,676	87
Balance of accounts due company,	10,890	80
Material, fuel, and stores, No account.		

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, John S. Hollingshead, president, and Jacob Henrici, treasurer, of the Little Saw Mill Run Railroad Company, who, being duly sworn and affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

JOHN S. HOLLINGSHEAD, *President.*

JACOB HENRICI, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1882.

S. HARVEY THOMPSON, *Notary Public.*

REPORT

OF THE

Little Schuylkill Navigation Railroad and Coal Company, for the year ending November 30, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Daniel R. Bennett, President,	Jenkintown, Montgomery county.
Joseph Lapsley Wilson, Secretary and Treasurer,	Overbrook, Montgomery county.

General offices at 410 Walnut street, Philadelphia.

<i>Names of Managers.</i>	<i>Residences.</i>
Joseph H. Trotter,	Philadelphia.
George W. Steever,	Philadelphia.
Charles D. Reed,	Philadelphia.
Carroll S. Tyson,	Philadelphia.
Henry Handy,	Philadelphia.
Thomas McKean,	Philadelphia.

The railroad of this company is leased to the Philadelphia and Reading Railroad Company for a term of ninety-three years from July 7, 1868. The lessees pay a fixed annual rental for the use of the whole work, and operate it as a part of their system.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,	Unlimited.		
Capital stock, amount subscribed,		\$2,646,100	00
Capital stock, total amount now paid in,		2,646,100	00
Capital stock, number of shares issued,	52,922		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due October 1, 1882, bear interest at 7 per cent., which is payable April 1 and October 1,) amount,		\$444,000	00
Total amount now of funded debt,		\$444,000	00
Funded debt as per last report,	\$456,000	00	
Total cash realized from capital stock and debt,	Unknown.		

COST.

Total cost of entire road to date,	\$1,416,187	00
Average of same per mile of road laid, about	50,000	00
Proportion of same for Pennsylvania,	All.	

No equipment.

CHARACTERISTICS OF ROAD.

	MILES.	
	Whole length.	Length in Penn'a.
Main Line.		
Length of main line, from Port Clinton to Tamanend, all single track,		28.2
Branches.		
Panther Creek branch, from Tamaqua to Greenwood, all single track,		1.5
Wabash Creek branch, from Tamaqua to Newkirk, all single track,		1.5
Leased Roads.		
East Mahanoy railroad branch, from East Mahanoy Junction to Waste House Run, all single track,		7.5
Aggregate length of main line and branches,		31.2
Aggregate length of leased roads,		7.5
Aggregate length of sidings and other track not above enumerated,		27.2
Aggregate length of main line, branches, leased roads, sidings, and other track,		65.9

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 65.9

Weight of rail per yard, iron, 64 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 35

Wooden bridges, number of, 33; aggregate length, . . . 2,666½ feet.

Iron bridges, number of, 2; aggregate length, 173 feet.

Stations.

Number of stations on main road, passenger and freight, . 9

Number of stations on branches, passenger and freight, . 2

Number of stations on leased roads: Passenger, 8; freight, 2; total, 5 .

Number of engine-houses and shops in Pennsylvania, . . 2

Number of wood and water stations on main road, . . . 5

Number of wood and water stations on leased roads, . . 2

Value of real estate held by the company, exclusive of roadway, \$10,000 00

Value of real estate held by the company, exclusive of roadway, in Pennsylvania, All.

Number of tunnels, 1; aggregate length, 900 feet.

How is track laid and on what foundation? Wood cross-ties, broken stone, and coal dirt.

Employees.

Average number of persons regularly employed by company, including officials, in Pennsylvania, 2

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.

Amount of common stock now outstanding, (including 3,165 shares in the name of the company, on which no dividends were declared,) \$2,646,100 00

Amount of stock issued as stock dividends, and dates of issue, None.

Rate and date of all cash dividends on stock of original and consolidated companies: January 3, 1881, 3½ per cent. July 4, 1881, 3½ per cent.

Number and per cent. of dividends: Two, in all 7 per cent.

Amount paid in dividends, \$174,149 50

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Daniel R. Bennett, president, and Joseph Lapsley Wilson, treasurer, of the Little Schuylkill Navigation Railroad and Coal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed) DANIEL R. BENNETT, *President.*
JOSEPH LAPSLEY WILSON, *Treasurer.*

Sworn and subscribed before me, this 12th day of December, A. D. 1881.
JOHN RODGERS, *Notary Public.*

REPORT

OF THE

Littlestown Railroad Company, for the year ending November 30, 1881.

OFFICERS.	
Names.	Residences.
William McSherry, President,	Littlestown, Adams county.
John S. Young, Vice President,	Hanover, York county.
George Stonesifer, Secretary and Treasurer,	Littlestown, Adams county.
General offices at Littlestown, Pa.	

Names of Directors.	Residences.
Joseph L. Shorb,	Littlestown, Pa.
George Stonesifer,	Littlestown, Pa.
George D. Klinefelter,	Hanover, Pa.
John S. Young,	Hanover, Pa.
William Latimer Small,	York, Pa.
A. J. Frey,	York, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$75,000	00
Capital stock authorized by votes of company,	40,000	00
Capital stock, amount subscribed, originally,	53,750	00
Capital stock, total amount now paid in,	34,850	00
Capital stock, number of shares issued,	697	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1890, bear interest at 5 per cent., which is payable June 1 and December 1, annually,) amount,	\$40,000	00
Total amount now of funded debt,	\$40,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$2,345	81
Debt incurred for any other purpose, and for what: For money advanced by Hanover and York Railroad Company to pay interest on bonds,	16,998	50
The amount now of floating debt,	19,343	81
Total amount now of floating and funded debt,	\$59,343	81
Funded debt as per last report,	\$40,000	00
Floating debt as per last report,	19,527	75

COST.

Total cost of entire road to date of lease to Pennsylvania Railroad Company,	\$115,616	00
Average of same per mile of road laid,	\$12,170	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Hanover, Pa., to Pennsylvania and Maryland State line,	9½	9½
Length of single main track,	9½	

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 9½

Weight of rail per yard, iron, 55 to 60 pounds.

Bridges and Trestles.

Wooden bridges, number of, 176 feet.

Stone bridges, number of, None.

Iron bridges, number of, None.

Wooden trestles, number of, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road : Passenger and freight,	6
Number of engine-houses and shops in Pennsylvania, 1 ;	
total number entire road,	1
Number of wood and water stations on main road, . . .	1
Value of real estate held by the company, exclusive of road-way,	\$2,000 00
Value of real estate held by the company, exclusive of road-way, in Pennsylvania,	2,000 00

How is track laid and on what foundation? On cross-ties of wood resting upon stone ballast and earth.

Equipment.

Furnished by Pennsylvania Railroad Company.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.	
December, 1880,			\$386	79
January, 1881,			320	68
February, 1881,			351	63
March, 1881,			517	35
April, 1881,			464	08
May, 1881,			431	95
June, 1881,			479	66
July, 1881,			482	91
August, 1881,			511	66
September, 1881,			520	14
October, 1881,			607	75
November, 1881,			445	71
Total,			\$5,520	81

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.	
December, 1880,			\$778	39
January, 1881,			764	84
February, 1881,			671	83
March, 1881,			939	16
April, 1881,			795	93
May, 1881,			888	85
June, 1881,			996	86
July, 1881,			643	20
August, 1881,			1,107	45
September, 1881,			1,330	68
October, 1881,			866	63
November, 1881,			713	65
Total,			\$10,497	47

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
December, 1880, . . .	\$36 43	\$15 00		
January, 1881, . . .	36 41	25 00		
February, 1881, . . .	36 41	20 00		
March, 1881, . . .	36 43	20 00		
April, 1881, . . .	36 41	20 00		
May, 1881, . . .	36 41	20 00		
June, 1881, . . .	36 43	20 00		
July, 1881, . . .	36 41	20 00		
August, 1881, . . .	36 41	20 00		
September, 1881, . . .	36 41	20 00		
October, 1881, . . .	43 08	20 00		
November, 1881, . . .	38 86	20 00		
Total,	\$446 05	\$240 00		\$686 05

Total passenger earnings for the year,	\$5,520	30
Total freight earnings for the year,	10,497	47
Total earnings from all other sources,	686	05
Total earnings for the year,	\$16,703	82

EARNINGS.

Passenger transportation, local,	} Total,	\$5,520	30
Passenger transportation, through,			
Freight transportation, local,	} Total,	10,497	47
Freight transportation, through,			
Mail service,		446	05
Express service,		240	00
Total,		\$16,703	82
Operating Expenses.			
Total operating expenses, being 79 per cent. of earnings,		\$13,252	02
Net earnings,		\$3,451	80
Earnings per mile of road operated,		\$1,747	77
Expenses per mile of road operated,		1,394	94
Net earnings,		\$352	83

NOTE.—This railroad has been leased to the Pennsylvania Company for nine hundred and ninety-nine years. The latter company has entire charge and control of the transportation, equipment, employes, and entire operations of this road. The answers herein made have been made from reports furnished by the Pennsylvania Railroad Company, and those unanswered will doubtless be contained in the report of the Pennsylvania Railroad Company.

W. McSHERRY,

President, Littlestown Railroad Company.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc. ?

Adams Express Company. Terms arranged by Pennsylvania Railroad Company.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Arranged with Pennsylvania Railroad Company.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	697 shares.
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,
Others,
Total,	1	.....

Statement of each Accident.

On the afternoon of February 15, 1881, about half past four o'clock, Ephraim Groff, a farmer, driving wagon with two horses, was run into, about three miles north of Littlestown, was run over by mail train going south. It is supposed that the horses became unmanageable and ran over the railroad in front of train.

STATE OF PENNSYLVANIA,)
County of Adams,) ss:

Personally appeared before me, William McSherry, president, and George Stonesifer, treasurer, of the Littlestown Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having

carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

WM. McSHERRY, *President.*
GEO. STONESIFER, *Treasurer.*

Sworn and subscribed before me this 19th day of January, A. D. 1882.
JOHN McILVAIN, *Justice of the Peace.*

REPORT

OF THE

*Lock Haven and Clearfield Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
ohn P. Green,	Philadelphia, Pa.
trickland Kneass,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, amount subscribed,	250,000	00
Capital stock, total amount now paid in,	25,000	00
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Total cash realized from capital stock,	\$25,000	00
---	----------	----

COST.

Total to date: Expended account, surveys, and expenses,	\$7,751	15
---	---------	----

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line—adopted line from mouth of Beach Creek, on Bald Eagle Valley railroad, to Hurxthal's Summit, . . .	32	32

STATE OF PENNSYLVANIA, }
 County of Philadelphia, } ss:

Personally appeared before me, J. N. DuBarry, president, and Albert Hewson, treasurer, of the Lock Haven and Clearfield Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. N. DuBARRY, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this 9th day of February, A. D. 1882.

JOHN C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

*Lykens Valley Railroad and Coal Company, for the
 year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George E. Hoffman, President,	Philadelphia.
Frederick A. Platt, Secretary and Treasurer,	Brooklyn, N. Y.

General office at 18 William street, New York.

<i>Names of Directors.</i>	<i>Residences.</i>
Alexander M. Lawrence,	New York.
William A. Falls,	New York.
Alexander M. Grant,	New York.
Edward Dunham,	Hastings-on-Hudson.
Charles A. Thackston,	New York.
Frederick A. Platt,	Brooklyn, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	\$800,000	00
Capital stock, amount subscribed,	600,000	00
Capital stock, total amount now paid in,	600,000	00
Capital stock, number of shares issued, 30,000		
Capital stock, amount paid in on each share,	20	00
Capital stock, par value of each share,	20	00

COST.

Total cost of entire road when leased, March, 1866,	\$578,767	24
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of entire equipment: About \$35,000 at time of lease; valued at,	\$17,000	00
Proportion of same to Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Millersburg to Williamstown, . . .	20	20
Branches.		
To Lykens Valley Coal Company and Short Mountain breaker, .	?	?
Aggregate length of main line and branches, about	20½	20½

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Value of real estate held by the company, exclusive of roadway: Cannot say. The use of all included in lease to Summit Branch Railroad Company, lessees.

How is track laid and on what foundation? Cross-ties on broken stone.

For all questions not answered refer to Summit Branch Railroad Company, lessees.

EARNINGS.

Rents,	\$62,499	96
All other sources of income,	218	78
Total,	\$62,718	74
Operating Expenses.		
Miscellaneous, \$1,747 06		
Total operating expenses,	1,747	06
Net earnings,	\$60,971	68

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued :
None.

Amount of common stock now outstanding, \$600,000 00

Amount of stock issued as stock dividends, and dates of
issue, None.

Rate and date of all cash dividends on stock of original and consolidated companies ;

January 2, 1881, $2\frac{1}{2}$ per cent. on \$600,000 00

April 1, 1881, $2\frac{1}{2}$ per cent. on 600,000 00

July 1, 1881, $2\frac{1}{2}$ per cent. on 600,000 00

October 1, 1881, $2\frac{1}{2}$ per cent. on 600,000 00

Number and per cent. of dividends: Four dividends, $2\frac{1}{2}$ per cent. each,	\$60,000	00
Balance for the year or surplus,	\$971	68
Surplus at commencement of the year,	1,947	06
Total surplus,	\$2,918	74
Surplus invested as follows:		
Cash and loans,	\$2,918	74

The Lykens Valley railroad, extending from its junction with the Northern Central railroad, near Millersburg, Dauphin county, to the tunnel of the Summit Branch Railroad Company, on what was known as the Buehler lands, near Williamstown, together with all its branches, machine-shops, water-tanks, buildings, locomotives, rolling stock, and the privileges and appurtenances whatever belonging to, or connected with, said railroad, or used for working the same, were, on the 1st day of March, 1866, leased to the Summit Branch Railroad Company, for the term of nine hundred and ninety-nine years, at an annual rent of \$62,500. The lessees to keep the property in repair, and to pay all taxes, charges, duties, ordinary or extraordinary, levied or assessed by the United States, the State of Pennsylvania, or any county, town, or borough in which the said railroad is situated, except only the income tax of the United States on the sum of \$62,500 stipulated to be paid for rent. The lessees, during the continuance of the lease, to have and retain all tolls for transportation of passengers, merchandise, or property over the said railroad, without accounting to the lessors, provided such tolls shall always be in accordance with the charter of the lessors and laws of Pennsylvania.

STATE OF NEW YORK, }
County of New York, } ss :

Personally appeared before me, Frederick A. Platt, treasurer of the Lykens Valley Railroad and Coal Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers of this company, and having carefully examined the same, declares them to be a full, true, and correct statement of the condition and

affairs of said company, for the financial year ending January 1, A. D. 1882, according to the best of his knowledge and belief.

(Signed)

F. A. PLATT, *Treasurer*.

Sworn and subscribed before me, this 11th day of January, A. D. 1882.

EDWIN F. COREY,

Commissioner for the State of Pennsylvania.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, George E. Hoffman, president of the Lykens Valley Railroad and Coal Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending January 1, A. D. 1882, according to the best of his knowledge and belief.

(Signed)

GEO. E. HOFFMAN, *President*.

Sworn and subscribed before me, this 12th day of January, A. D. 1882.

EDWARD F. HOFFMAN, *Notary Public*.

R E P O R T

OF THE

Northern Central Railway Company, as agent of the Summit Branch Railroad Company, lessee of the railroad of the Lykens Valley Railroad and Coal Company, for the year ending December 31, 1881.

For list of officers, capital stock, debt, and cost, see report of President and Treasurer of company.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Millersburg, Pa., to Williamstown, Pa.,	19.70	19.70
Length of single main track,	19.70	19.70
Aggregate length of main line and branches,	19.70	19.70
Aggregate length of sidings and other track not above enumerated,	11.37	11.37
Aggregate length of main line, branches, leased roads, sidings, and other track,	31.07	31.07

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 19.46
 Miles of steel rail in use, 11.61
 Weight of rail per yard, { Iron, 45 to 60 lbs.
 { Steel, 60

Bridges and Trestles.

Number of bridges and trestles on whole line, 4
 Wooden bridges, number of, 2; aggregate length, . . . 75½ feet.
 Iron bridges, number of, 2; aggregate length, 92½ feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Susquehanna division, Northern Central railway, at Millersburg.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger and freight, . . . 8
 Number of engine-houses and shops in Pennsylvania, . . . 3
 Number of wood and water stations on main road, . . . 4

How is track laid and on what foundation? T rails, oak cross-ties, broken stone, and coal dirt ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	5	\$9,000 00
Number of locomotives of more than 30 tons weight,	1	7,500 00
Number of locomotives of more than 20 tons weight,	1	6,000 00
Number of first-class passenger cars,	1	
Number of second-class passenger cars,	1	
Number of baggage, mail, and express cars,	1	
Number of freight cars: House cars, 1; trucks, 4; total, . .	5	
Number of coal, ore, and stone cars,	8	
Number of caboose cars,	1	

What kind of train-brake is in use on your road? Westinghouse automatic.

Average number of cars in passenger trains, including baggage cars, 3
 Average number of cars in freight trains, 60
 Average weight of passenger trains, including locomotive and tender, in working order, 80 tons.
 Average weight of freight trains, including locomotive and tender, in working order, 1,143 tons.

Employees.

Average number of persons regularly employed by company, including officials,	52
Same in Pennsylvania,	52

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains,	8,500
Number of miles run by freight trains,	58,146
Number of miles run by coal trains: Included in freight.	
Number of through passengers for the year on main road,	1,249
Number of passengers (all classes) carried in cars,	25,178
Number of passengers carried one mile,	269,797
Number of passengers carried one mile in Pennsylvania,	269,797
Number of tons of 2,000 pounds of through freight for the year on main road,	190,288
Number of tons of freight carried one mile,	8,129,855
Number of tons of freight carried one mile in Pennsylvania,	8,129,855
Gross amount of tonnage for the year, (2,000 pounds per ton,)	480,825
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	1,408	July, 1881,	2,947
February, 1881,	1,339	August, 1881,	2,693
March, 1881,	2,047	September, 1881,	2,875
April, 1881,	2,089	October, 1881,	2,308
May, 1881,	1,727	November, 1881,	1,788
June, 1881,	1,884	December, 1881,	2,523

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal,	470,438	Stone and lime,	210
Petroleum and other oils,	153	Agricultural products,	1,040
Pig iron,	482	Merchandise and manufactures,	4,593
Railroad iron,	152	Live stock,	10
Other iron or castings,	192	Lumber,	3,464
Iron and other ores,	2	Other articles,	89

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3 ³⁵ / ₁₀₀₀
For first-class way passengers,	3 ³⁵ / ₁₀₀₀

Rate per ton (of 2,000 pounds,) per mile charged for Freight.

For through freight per ton per mile,	1 ⁵¹ / ₁₀₀₀
For through coal, per ton per mile,	1 ⁵¹ / ₁₀₀₀
For local freight, per ton per mile,	1 ⁵¹ / ₁₀₀₀
For local coal, per ton per mile,	1 ⁵¹ / ₁₀₀₀

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$532 17
February, 1881,			526 20
March, 1881,			725 76
April, 1881,			849 40
May, 1881,			633 01
June, 1881,			633 04
July, 1881,			845 14
August, 1881,			969 72
September, 1881,			874 86
October, 1881,			980 40
November, 1881,			660 57
December, 1881,			875 02
Total,			\$9,055 29

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$10,215 00
February, 1881,			10,924 13
March, 1881,			9,930 68
April, 1881,			13,675 30
May, 1881,			11,887 53
June, 1881,			9,740 49
July, 1881,			12,526 92
August, 1881,			9,750 87
September, 1881,			9,126 72
October, 1881,			7,062 97
November, 1881,			8,255 52
December, 1881,			10,418 76
Total,			\$123,514 89

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	\$75 13	\$19 58	\$145 60	\$240 31
February, 1881,	75 13	15 12	40 16	130 41
March, 1881,	75 14	19 94	48 28	143 36
April, 1881,	75 13	24 12	35 26	134 51
May, 1881,	75 13	26 60	10 76	112 49
June, 1881,	75 14	27 57	18 09	120 80
July, 1881,	75 13	23 05	176 82	275 00
August, 1881,	75 13	22 35	19 23	116 71
September, 1881,	75 14	30 39	25 84	131 37
October, 1881,	75 13	34 88	15 69	125 70
November, 1881,	75 13	32 74	67 72	175 59
December, 1881,	75 14	39 21	101 76	216 11
Total,	\$901 60	\$315 55	\$705 21	\$1,922 36

Total passenger earnings for the year,	\$9,055	29
Total freight earnings for the year,	123,514	89
Total earnings from all other sources,	1,922	36
Total earnings for the year,	\$134,492	54
Total earnings from all sources on whole length of line,	\$134,492	54
Proportion of earnings in Pennsylvania, to earnings of whole line,	134,492	54

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$7,731	11
New iron rails,	343	73
New steel rails,	6,615	86
Repairs of bridges,	3,769	23
Repairs of buildings and fixtures,	2,368	05
All other expenses for maintenance of way,	7,490	59
Total for maintenance of way,	\$28,316	57
Cost per mile of road kept in repair,	\$1,437	39
Proportion for Pennsylvania,	28,316	57

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$6,511	19
Repairs of tools and machinery,	49	66
Repairs of passenger, baggage, and mail cars,	20	38
Repairs of freight cars,	221	46
All other expenses for maintenance of motive power and cars,	7,268	86
Total for maintenance of motive power and cars,	\$14,072	05
Cost per mile of road operated,	\$714	32
Proportion for Pennsylvania,	14,072	05

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$2,876	90
Salaries, wages, and incidentals chargeable to freight department,	11,188	77
Wages of switchmen, signalmen, gatekeepers, and watchmen,	2	20
Fuel—wood,	181	50
Fuel—coal,	4,815	03
Oil, waste, and tallow,	513	66
Taxes,	1,139	72
Insurance,	785	64
Telegraph expenses,	701	40
Amount paid other corporations or individuals for use of all other cars,	4,984	59
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	2,414	55
Total miscellaneous,	\$29,603	96
Amount per mile of road operated,	\$1,502	74
Proportion for Pennsylvania,	29,603	96
Total expenditures for operating the road,	71,992	53
Expenses per mile of road operated,	3,654	45
Proportion for Pennsylvania,	71,992	53

EARNINGS.

Passenger transportation, local,	} Total, .	\$9,055	29
Passenger transportation, through,			
Freight transportation, local,	} Total, .	123,514	89
Freight transportation, through,			
Mail service,		901	60
Express service,		315	55
Rents and miscellaneous receipts,		705	21
Total,		\$134,492	54
Operating Expenses.			
Maintenance of way and buildings,	\$28,316	57	
Maintenance of motive power and cars,	14,072	05	
Miscellaneous,	29,603	96	
Total operating expenses, being 53.53 per cent. of earnings, . . .		71,992	58
Net earnings,		\$62,499	96
Earnings per mile of road operated,		\$6,827	03
Expenses per mile of road operated,		3,654	45
Net earnings,		\$3,172	58

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company at a fixed percentage of gross receipts.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None run.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation \$901 60 per annum.

STOCK AND DIVIDENDS.

See report of president and treasurer of company.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,	1	.....	1
Others,	1	1	1	1
Total,	1	2	1	2

Statement of each Accident.

March 24, 1881. William Bainbridge, residence Coal Run, run over by train and killed.

August 4, 1881. Emanuel Hoffman, brakeman, injured while coupling cars at Short Mountain breaker.

August 17, 1881. Charles Luhtenlighter, aged six years, residence Wiconisco, stealing a ride on inclined plane at Lykens, fell off and was injured.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, G. B. Roberts, president, of the Northern Central Railway Company, as agent of the Summit Branch Railroad Company, lessee, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*

Sworn and subscribed before me, this 4th day of February, A. D. 1882.

JNO. C. SIMS, Jr., *Notary Public.*

STATE OF MARYLAND, }
City of Baltimore, } ss :

Personally appeared before me, J. S. Leib, treasurer, of the Northern Central Railway Company, as agent of the Summit Branch Railroad Company, lessee, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this 3d day of February, A. D. 1882.

THOS. KELL BRADFORD, *Notary Public.*

REPORT
OF THE
Maryland and Delaware River Railroad Company.

OFFICERS.

Names.	Residences.
W. H. Bell, President,	Philadelphia.
P. S. Ermold, Secretary and Treasurer,	Coatesville, Pa.
Names of Directors.	Residences.
La Motte DuPont,	Wilmington, Del.
Henry A. Dupont,	Wilmington, Del.
Doctor Charles Huston,	Coatesville, Pa.
Charles Pennook,	Coatesville, Pa.
W. O. Leslie,	Philadelphia.

COATESVILLE, PA., February 13, 1882.

Honorable A. K. DUNKLE,
Secretary of Internal Affairs :

SIR : I respectfully beg leave to report as to the status of the Maryland and Delaware River Railroad Company :

No change has taken place since the last report ; no meeting of stockholders had been advertised or held during the year, neither has there been a meeting of the board of directors during the past year.

This corporation has really ceased to have any practical existence, or to elect officers. It owes debts of inconsiderable amount, and has no property of any value.

P. S. ERMOLD, Treasurer.

STATE OF PENNSYLVANIA, }
County of Chester, } ss :

Personally appeared before me, a notary public in and for the State and county aforesaid, P. S. Ermold, treasurer of the Maryland and Delaware River Railroad Company, who, being duly sworn, did depose and say that the aforesaid statement is true, according to the best of his knowledge and belief.

JOS. L. CHRISTY, Notary Public.

REPORT

OF THE

McKean and Buffalo Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Archer N. Martin, President,	New York city.
E. A. Rollins, Vice President,	New York city.
C. E. Kimball, Assistant Secretary,	New York city.
F. S. Buell, Secretary and Treasurer,	Buffalo.
George S. Gatchell, General Superintendent,	Buffalo.

General offices at Buffalo, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
Archer N. Martin,	New York city.
Harold M. Sill,	New York city.
Isaac N. Seligman,	New York city.
Clarence H. Clark,	Philadelphia, Pa.
H. Blake Tyler,	New York city.

CAPITAL STOCK.

Capital stock authorized by law,	\$400,000	00
Capital stock authorized by votes of company,	400,000	00
Capital stock, amount subscribed,	390,000	00
Capital stock, total amount now paid in,	398,200	00
Capital stock, number of shares issued,	7,760	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1905, bear interest at — per cent., which is payable semi-annually,) amount,	\$398,000	00
(Present rate of interest 4½ per cent., bondholders agreeing to accept the same until July 1, 1882.)		
Total amount now of funded debt,	\$398,000	00
Floating Debt.		
Unfunded debt incurred for construction, equipment, or purchase of property,	\$22,500	00
Debt incurred for any other purpose, and for what: Expenses,	3,850	25
The amount now of floating debt,	\$25,850	25
Total amount now of floating and funded debt,	\$423,850	25
Funded debt, as per last report,	\$398,000	00
Floating debt, as per last report,	48,113	85
Total cash realized from capital stock and debt,	\$812,050	25

COST.

Total cost of entire road to date,	\$805,572	21
Average of same per mile of road laid,	\$36,368	92
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	\$33,606	63
Average cost of equipment per mile of road operated by company,	1,517	22
Proportion of same to Pennsylvania, All.		
Cost of road and equipment per mile,	37,886	17

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Larabee, Pa., to Clermont, Pa., . . .	22.15	22.15
Length of single main track,	22.15	22.15
Aggregate length of main line and branches,	22.15	22.15
Aggregate length of sidings and other track not above enumerated,	4.65	4.65
Aggregate length of main line, branches, leased roads, sidings, and other track,	26.80	26.80

Gauge.

What is the gauge of your lines? 4 feet 8½ inchs.

Track.

Miles of iron rail in use,	4.65
Miles of steel rail in use,	22.15
Weight of rail per yard, { Iron,	56 pounds.
{ Steel,	62 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	22
Wooden bridges, number of, 19; aggregate length, . . .	1,323 feet.
Wooden trestles, number of, 3; aggregate length, . . .	656 feet.

Stations.

Number of stations on main road: Passenger, 7; freight, 3; total,	10
Number of engine-houses and shops in Pennsylvania, 2; total number entire road,	2
Number of wood and water stations on main road, . . .	4

How is track laid and on what foundation? Timber cross-ties, ballasted with gravel.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	2	\$8,000	00
Number of first-class passenger cars,	1	3,300	00
Number of baggage, mail, and express cars,	1	3,000	00
Number of coal, ore, and stone cars,	4	400	00
Number of caboose cars,	1	450	00

What kind of train-brake is in use on your road? Hand-brake.

Average number of cars in passenger and freight trains, including baggage cars, 16

Average weight of passenger and freight trains, including locomotive and tender, in working order, 200 tons.

Employees.

Average number of persons regularly employed by company, including officials, 29

Same in Pennsylvania, 27

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger, freight, and coal trains, 54,000

Number of through passengers for the year on main road, 1,267

Number of passengers (all classes) carried in cars, 36,039

Number of passengers carried one mile, 235,400

Number of passengers carried one mile in Pennsylvania, 235,400

Number of tons of 2,000 pounds of through freight for the year on main road, 97,000

Number of tons of freight carried one mile, 2,632,260

Number of tons of freight carried one mile in Pennsylvania, 2,632,260

Gross amount of tonnage for the year, (2,000 pounds per ton,) 140,155

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 18

Average rate of speed adopted by express trains, including stops, (miles per hour,) 18

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 18

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	2,139	July, 1881,	3,141
February, 1881,	2,159	August, 1881,	3,339
March, 1881,	2,477	September, 1881,	3,537
April, 1881,	2,232	October, 1881,	3,016
May, 1881,	3,794	November, 1881,	3,809
June, 1881,	3,176	December, 1881,	3,720

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	800	Agricultural products,	725
Bituminous coal,	105,235	Merchandise and manufactures, . .	13,455
Petroleum and other oils,	20	Live stock,	120
Other iron or castings,	4,950	Lumber,	9,000
Stone and lime,	350	Other articles,	5,500

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3 cents.
For first-class way passengers,	3½ cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	4 cents.
For through coal, per ton per mile,	1¼ cents.
For local freight, per ton per mile,	6½ cents.
For local coal, per ton per mile,	3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$753 50
February, 1881,			776 35
March, 1881,			1,276 84
April, 1881,			1,076 68
May, 1881,			1,143 86
June, 1881,			1,002 24
July, 1881,			989 13
August, 1881,			835 74
September, 1881,			1,192 13
October, 1881,			964 81
November, 1881,			1,042 51
December, 1881,			1,128 63
Total,			\$12,282 42

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$4,762 99
February, 1881,			4,828 51
March, 1881,			5,878 66
April, 1881,			4,981 97
May, 1881,			4,544 14
June, 1881,			5,556 93
July, 1881,			4,803 81
August, 1881,			5,591 23
September, 1881,			5,707 00
October, 1881,			6,210 49
November, 1881,			3,882 60
December, 1881,			1,354 58
Total,			\$58,105 90

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881, . .	\$236	73	\$69	17	\$35	05	\$344	95
February, 1881,					10	63	10	63
March, 1881,					325	27	325	27
April, 1881,	236	73	162	85	47	00	446	58
May, 1881,					25	74	25	74
June, 1881,			133	27	442	32	575	59
July, 1881,	236	73	64	72	40	23	341	68
August, 1881,					20	45	20	45
September, 1881,			75	10	42	05	117	15
October, 1881,			160	78	21	52	182	30
November, 1881,	235	55	50	00	641	06	926	61
December, 1881,			92	11	79	35	171	46
Total,	\$945	74	\$908	00	\$1,734	67	\$3,488	41

Total passenger earnings for the year,	\$12,282	42
Total freight earnings for the year,	58,105	90
Total earnings from all other sources,	3,488	41
Total earnings for the year,	\$73,876	73
Total receipts from all sources on whole length of line,	\$73,876	73
Proportion of earnings in Pennsylvania to earnings of whole line, All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$18,096	18
Repairs of bridges,	640	18
Repairs of buildings and fixtures,	347	57
Total for maintenance of way,	\$19,083	93
Cost per mile of road kept in repair,	\$861	13
Proportion for Pennsylvania, All.		

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,363	19
Repairs of passenger, baggage, and mail cars,	100	02
Repairs of freight cars,	3,452	08
Total for maintenance of motive power and cars,	\$4,915	29
Cost per mile of road operated,	\$221	90
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$10,975	01
Salaries, wages, and incidentals chargeable to freight department,		2,077	42
Fuel, number tons of coal, 1,598; cost, \$1 30 per ton at mines,		400	49
Oil and waste,			
Damages for injuries to persons,	}	443	18
Damages for cattle killed or injured,			
Damages for loss of goods and baggage,			
Damages to property, including damages by fire,			
Taxes,		404	28
Insurance,		161	19
Telegraph expenses,		311	59
Amount paid other corporations or individuals for use of all other cars,		2,459	88
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,		1,868	10
Total miscellaneous,		\$19,101	14
Amount per mile of road operated,		\$862	85
Proportion for Pennsylvania,	All.		
Total expenditures for operating the road,		43,100	36
Expenses per mile of road operated,		1,945	84
Expenses per mile of single track operated, not including sidings,		1,945	84
Expenses per train mile,		1,945	88
Proportion for Pennsylvania,		1,945	44

EARNINGS.

Passenger transportation, local,	}	Total,	\$12,282	42
Passenger transportation, through,				
Freight transportation, local,	}	Total,	58,105	90
Freight transportation, through,				
Mail service,			945	74
Express service,			808	00
Rents,			1,496	42
All other sources of income: Telegraph receipts,			238	25
Total,			\$73,876	73
Operating Expenses.				
Maintenance of way and buildings,		\$19,088	93	
Maintenance of motive power and cars,		4,915	29	
Miscellaneous,		19,101	14	
Total operating expenses, being 58½ per cent. of earnings,			43,100	36
Net earnings,			\$30,776	37
Earnings per mile of road operated,			\$3,335	29
Expenses per mile of road operated,			1,945	84
Net earnings per mile of road operated,			\$1,389	45

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? American Express Company. One and one half first-class rates. Freight received at office of express company and at our depots.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$946 92 per annum, payable quarterly. Contract expires June 30, 1882.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, 2	.....	.....	.....	.....
Employees,	1	1	.....	.....
Others,
Total,	2	1	1	.....	.....

Statement of each Accident.

February 20, 1881. John Sullivan, brakeman, hand caught between bumpers, while coupling cars at Frisbee station. Caused by frost holding his glove.

October 30, 1881. Pat Costello, brakeman, both legs jammed while coupling cars at Larrabee. Caused by foot catching in track.

October 30, 1881. W. Ray, a boy, playing on cars at Hamlen station; got caught and killed by cars coming together. Caused by carelessness.

October 25, 1881. G. Canfield, had finger cut off at Smethport. Same cause as above.

STATE OF NEW YORK, }
County of Erie, city of Buffalo, } ss:

Personally appeared before me, George S. Gatchell, superintendent, and Franklin S. Buell, treasurer, of the McKean and Buffalo Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

GEORGE S. GATCHELL, *Superintendent.*

FRANKLIN S. BUELL, *Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1882.

WILLIAM JOHNSON,

*Commissioner of Deeds for the State of Pennsylvania,
residing in the city of Buffalo, Erie county, State of New York.*

REPORT

OF THE

*Pennsylvania Company, Operating Meadville Railway
Company, for the three months ending December
31, 1881.*

OFFICERS OF PENNSYLVANIA COMPANY, OPERATING.

<i>Names.</i>	<i>Residences.</i>
George B. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John E. Davidson, Assistant Comptroller,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
S. W. White, Assistant Secretary,	Philadelphia, Pa.
W. H. Barnes, Treasurer,	Pittsburgh, Pa.
J. I. Brooks, General Counsel,	Pittsburgh, Pa.
F. Slataper, Chief Engineer,	Pittsburgh, Pa.
D. W. Caldwell, General Manager,	Pittsburgh, Pa.
W. A. Baldwin, Manager,	Pittsburgh, Pa.
J. M. Kimball, Division Superintendent,	Youngstown, O.
William Stewart, General Freight Agent,	Pittsburgh, Pa.
E. A. Ford, General Passenger and Ticket Agent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

<i>Names of Directors of Pennsylvania Company.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
Henry H. Houston,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Samuel M. Felton,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John Price Wetherill,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
William H. Barnes,	Pittsburgh, Pa.

All the figures in this report relating to the business of December, are estimated.

For Capital Stock, Debt, and Cost, see lessor company's report.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Meadville to Linesville,	20.5	20.5
Length of single main main track,	20.5	20.5
Aggregate length of main line,	20.5	20.5
Aggregate length of sidings and other track not above enumerated,	1.88	1.88
Aggregate length of main line, branches, leased roads, sidings, and other track,	22.38	22.38

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 22.38
 Miles of steel rail in use, None.
 Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 15
 Wooden bridges, number of, 2; aggregate length, 324 feet.
 Stone bridges, number of, None.
 Iron bridges, number of, None.
 Wooden trestles, number of, 13; aggregate length, 1,618 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 3; freight, 3; total, 3
 Number of engine-houses in Pennsylvania, 1; total number entire road, 1
 Number of wood and water stations on main road, 1
 Number of wood and water stations on branches, None.
 Number of wood and water stations on leased roads, None.
 Value of real estate held by the company, exclusive of roadway, None.
 Value of real estate held by the company, exclusive of roadway, in Pennsylvania, None.

Number of tunnels, None.

How is track laid, and on what foundation? The track is laid with angle bar connections. The whole line is ballasted with gravel.

Equipment.

Operated with equipment furnished by Pennsylvania Company operating.

What kind of train-brake is in use on your road? Westinghouse automatic air-brakes.

Average number of cars in passenger trains, including baggage cars, 2

Average number of cars in freight trains, 7

Average weight of passenger trains, including locomotive and tender, in working order, exclusive of load, 90 tons.

Average weight of freight trains, including locomotive and tender, in working order, exclusive of load, 120 tons.

Employees.

Average number of persons regularly employed by company, including officials, 44

Same in Pennsylvania, 44

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 6,370

Number of miles run by freight trains, 2,331

Number of miles run by coal trains, included in freight.

Number of passengers (all classes) carried in cars, 5,332

Number of passengers carried one mile, 80,937

Number of passengers carried one mile in Pennsylvania, 80,937

Number of tons of freight carried one mile, 41,763

Number of tons of freight carried one mile in Pennsylvania, 41,763

Gross amount of tonnage for the year, (2,000 pounds per ton,) 2,543

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 20

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 12

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1881, 1,616	December, 1881, 1,792
November, 1881, 1,924	
	5,332

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Coke, 13	Live stock, 25
Bituminous coal, 1,056	Lumber, 166
Other iron or castings, 18	Other articles, 294
Stone and lime, 584	
Agricultural products, 61	2,543
Merchandise and manufactures, 326	

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class way passengers, 3 cents.

Rate per ton (of 2,000 pounds,) per mile charged for Freight.

For local freight, per ton per mile, 2.890 cents.

For local coal, per ton per mile, 2.890 cents.

MONTHLY EARNINGS FOR THE YEAR.**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1881,
February, 1881,
March, 1881,
April, 1881,
May, 1881,
June, 1881,
July, 1881,
August, 1881,
September, 1881,
October, 1881,	\$689 55	\$689 55
November, 1881,	890 70	890 70
December, 1881,	768 03	768 03
Total,	\$2,348 28	\$2,348 28

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,
February, 1881,
March, 1881,
April, 1881,
May, 1881,
June, 1881,
July, 1881,
August, 1881,
September, 1881,
October, 1881,	\$400 74	\$400 74
November, 1881,	421 43	421 43
December, 1881,	385 00	385 00
Total,	\$1,207 17	\$1,207 17

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,
February, 1881,
March, 1881,
April, 1881,
May, 1881,
June, 1881,
July, 1881,
August, 1881,
September, 1881,
October, 1881,	\$41 01	\$1 85	\$42 86
November, 1881,	27 23	17 82	44 55
December, 1881,	25 00	10 00	85 00
Total,	\$93 24	\$29 17	\$122 41
Total passenger earnings for the year,				\$2,348 28
Total freight earnings for the year,				1,207 17
Total earnings from all other sources,				122 41
Total earnings for the year,				\$3,677 86
Total receipts from all sources on whole length of line,				\$3,677 86
Proportion of earnings in Pennsylvania, to earnings of whole line,				8,677 86

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$5,473	44
New iron rails, number of tons, 1,909,	652	10
Repairs of bridges,	36	50
Repairs of buildings and fixtures,	360	22
All other expenses for maintenance of way,	9	00
Total for maintenance of way,	\$6,531	26
Cost per mile of road kept in repair,	\$31	86

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$285	51
Repairs of machinery,	29	88
All other expenses for maintenance of motive power and cars,	180	56
Total for maintenance of motive power and cars,	\$445	95
Cost per mile of road operated,	\$2	18

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . .	\$1,243	49
Salaries, wages, and incidentals chargeable to freight department, . .	1,502	77
Wages of switchmen, signalmen, gatekeepers, and watchmen,	20	06
Fuel—number cords of wood, 84; cost,	128	20
Fuel—number of tons of coal, 355; cost,	603	57
Oil and waste,	103	72
Telegraph expenses,	145	67
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, .	89	49
Total miscellaneous,	\$3,834	97
Amount per mile of road operated,	\$18	71
Total expenditures for operating the road,	10,812	18
Expenses per mile of road operated,	52	74
Expenses per mile of single track operated, not including sidings, . .	52	74
Expenses per train mile,		81.10

EARNINGS.

Passenger transportation, local,	\$2,348	28
Freight transportation, local,	1,207	17
Express service,	93	24
All other sources of income,	29	17
Total,	\$3,677	86
Operating Expenses.		
Maintenance of way and buildings,	\$6,581	26
Maintenance of motive power and cars,	445	95
Miscellaneous,	8,834	97
Total operating expenses,	10,812	18
Deficit,	\$7,134	32
Earnings per mile of road operated,	\$179	41
Expenses per mile of road operated,	52	74
Net earnings,	\$126	67

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company. Terms, 40 per cent. of gross receipts on money and freight business, 70 per cent. of gross receipts on oyster business. Cars are furnished and kept in repair by Pennsylvania Company operating.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None.

STOCK AND DIVIDENDS.

See lessor company's report.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, Thomas D. Messler, vice president, and J. P. Farley, auditor, of the Pennsylvania Company operating Meadville railway, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) THOMAS D. MESSLER, *Vice President.*
J. P. FARLEY, *Auditor.*

Sworn and subscribed before me, this 31st day of January, A. D. 1882.
W. C. BOYLE, *Notary Public.*

R E P O R T

OF THE

*Mifflin and Centre County Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Alexander Biddle,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
G. W. Elder,	Lewistown, Pa.
John P. Green,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
Samuel Maclay,	Milroy, Pa.
James H. Mann,	Lewistown, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	167,775	00
Capital stock, amount subscribed,	167,775	00
Capital stock, total amount now paid in,	167,775	00
Capital stock, number of shares issued,	3,355½	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due August 1, 1897, bear interest at 6 per cent., which is payable February 1 and August 1,) amount,	\$200,000	00
Total amount now of funded debt,	\$200,000	00
Total cash realized from capital stock and debt,	\$341,363	02

COST.

Total cost of entire road to date,	\$269,551	74
Average of same per mile of road laid,	\$21,564	14

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lewistown Junction to Milroy,	12.31	12.31
Length of single main track,	12.31	12.31
Leased Roads.		
Lewistown and Tuscarora bridge over } Length of road, . . . . .	.12	.12
Juniata river, at Lewistown, } Length of single track, . . . . .	.12	.12
Aggregate length of main line and branches,	12.31	12.31
Aggregate length of leased roads, . . . . .	.12	.12
Aggregate length of sidings and other track not above enumerated,	4.55	4.55
Aggregate length of main line, branches, leased roads, sidings, and other track,	16.98	16.98

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in track in use, 15.74
Miles of steel rail in track in use, 1.24
Weight of rail per yard, { Iron, 45, 56, 64, & 67 lbs
(Steel, 56, 60, & 67 lbs

Bridges and Trestles.

Number of bridges and trestles on whole line, (not including Lewistown and Tuscarora bridge,)	17
Wooden bridges, number of, 15; aggregate length,	1,392 feet.
Wooden trestles, number of, 2; aggregate length,	576 feet

Stations.

Number of stations on main road: Passenger, 9; freight, 7; total,	9
Number of engine-houses and shops in Pennsylvania, 2; total number entire road,	2
Number of wood and water stations on main road,	2

How is track laid, and on what foundation? White oak cross-ties, on stone ballast.

This road is leased and returns are made by the Pennsylvania Railroad Company, to which company it is leased for nine hundred and ninety-nine years, from May 27, 1865.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 3,355½ shares, \$167,775 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, J. N. DuBarry, president, and Albert Hewson, treasurer, of the Mifflin and Centre County Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. N. DuBARRY, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this 9th day of February, A. D. 1882.

JNO. C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

Mill Creek and Mine Hill Navigation and Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
F. B. Gowen, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.
General offices at 407 Library Street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
H. P. McKean,	Philadelphia.
John Ashhurst,	Philadelphia.
Henry Lewis,	Philadelphia.
A. Hewson,	Philadelphia.
J. B. Lippencott,	Philadelphia.
E. B. Coxe,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$323,375	00
Capital stock, amount subscribed,	323,375	00
Capital stock, total amount now paid in,	323,375	00
Capital stock, number of shares issued,	12,985	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00

COST.

Total cost of entire road to date,	\$323,045	00
--	-----------	----

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mill Creek Junction, Palo Alto, to New Castle,	3.8	3.8
Length of double main track,	3.8	3.8
Branches.		
North America branch, from Mill Creek to lower end of St. Clair, . . . . .	.6	.6
Crow Hollow branch, from Mill Creek to colliery No. 12,	1.3	1.3
Jones' branch, from Mill Creek to colliery St. Clair,	1.07	1.07
John's branch, from St. Clair to St. Clair, . . . . .	.5	.5
Aggregate length of main line and branches,	7.27	7.27
Aggregate length of sidings and other track not above enumerated,	14.14	14.14
Aggregate length of main line, branches, leased roads, sidings, and other track,	25.21	25.21

NOTE.—This road is leased to the Philadelphia and Reading Railroad Company. Date of lease, July 25, 1861. Term of years, nine hundred and ninety-nine years. Annual rental, \$33,000.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 22.81

Miles of steel rail in use, 2.4

Weight of rail per yard, { Iron, 50, 56, 57, 64 & 68 lbs.
 { Steel, 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 12

Wooden bridges, number of, None.

Stone bridges, number of, None.

Iron bridges, number of, 2; aggregate length, 139½ feet.

Wooden trestles, number of, 10; aggregate length, 679 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 4; freight, 2; total,

Number of wood and water stations on main road, 2

How is track laid, and on what foundation? Cross ties and cinder and coal dirt ballast.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued :
None.

Amount of common stock now outstanding, \$323,375 00

Rate and date of all cash dividends on stock of original and consolidated companies : January, 1881, five per cent ; July, 1881, five per cent.

Number and per cent. of dividends : Two at five per cent., \$32,537 50

STATE OF PHILADELPHIA, }
County of Philadelphia, } ss :

Personally appeared before me, Franklin B. Gowen, president, and Peter C. Hollis, treasurer, of the Mill Creek and Mine Hill Navigation and Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1882.

J. Y. HUMPHREY, *Notary Public.*

R E P O R T

OF THE

*Mine Hill and Schuylkill Haven Railroad Company,
for the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Samuel Mason, President,	Germantown, Philadelphia.
William Biddle, Secretary,	Germantown, Philadelphia.
John W. Biddle, Treasurer,	Philadelphia.

General offices at 220 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Frederick Fraley,	Philadelphia.
Samuel M. Bines,	Philadelphia.
John W. Biddle,	Philadelphia.
Benjamin H. Shoemaker,	Philadelphia.
William Hacker,	Philadelphia.
Alfred Jones,	Philadelphia.
Josiah Jones,	Philadelphia.
William Biddle,	Philadelphia.
John M. George,	Philadelphia.
James G. McCollin,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$4,022,500	00
Capital stock authorized by votes of company,	4,022,500	00
Capital stock, amount subscribed,	4,022,500	00
Capital stock, total amount now paid in,	4,022,500	00
Capital stock, number of shares issued, 80,450		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

No debt of any kind.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Schuylkill Haven to Locust Gap,	42½	
Length of double main track,	24	
Aggregate length of main line,	66½	
Aggregate length of sidings,	71	
Aggregate length of main line, branches, leased roads, sidings, and other track,	137½	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Weight of rail per yard, iron, 64 and 68 lbs.

Bridges and Trestles.

Wooden bridges, number of, 78; aggregate length, 2,114 feet.
 Stone bridges, number of, 2; aggregate length, 32 feet.
 Iron bridges, number of, 1; aggregate length, 90 feet.

The engines, cars, shops, and road of this company were transferred to the Philadelphia and Reading Railroad Company, under lease of 12th of fifth month, (May,) 1864, for a period of nine hundred and ninety-nine

years. All payments for maintaining the road, and for working the same, for the repairs of engines and machinery, for salaries and wages connected therewith, are made by the Philadelphia and Reading Railroad Company, by which company no report respecting the numerous particulars queried after is furnished this company.

JOHN W. BIDDLE, *Treasurer.*

EARNINGS.

Rent of the road by the Philadelphia and Reading Railroad Company, 8 per cent., on capital stock, . . . \$321,800 00

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding, 80,450 shares.

Rate and date of all cash dividends on stock of original and consolidated companies: The Mine Hill and Schuylkill Haven Railroad Company has paid, during the year 1881, two dividends of $3\frac{1}{2}$ per cent. each, amounting to \$140,187 50 each time, the first in the first month (January) and the other in the seventh month (July).

Number and per cent. of dividends: Two dividends as above; total, \$281,575 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Samuel Mason, president, and John W. Biddle, treasurer, of the Mine Hill and Schuylkill Haven Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending twelfth month (December) 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

SAML. MASON, *President.*

JOHN W. BIDDLE, *Treasurer.*

Affirmed and subscribed before me, this 9th day of January, A. D. 1882.

N. R. HAINES, *Notary Public.*

REPORT

OF THE

Monongahela Incline Plane Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Samuel Harper, President,	Pittsburgh, Pa.
John L. Awl, Secretary and Treasurer,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

Names of Directors.

<i>Names of Directors.</i>	<i>Residences.</i>
William M. Lyon,	Pittsburgh, Pa.
James M. Bailey,	Pittsburgh, Pa.
Withrow Douglass,	Pittsburgh, Pa.
John S. McMillin,	Pittsburgh, Pa.
William Halpin,	Pittsburgh, Pa.
George W. Beltzhoover,	Pittsburgh, Pa.
John L. Awl,	Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$20,000	00
Capital stock authorized by votes of company,	75,000	00
Capital stock, amount subscribed,	75,000	00
Capital stock, total amount now paid in,	75,000	00
Capital stock, number of shares issued,	1,500	00
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$94,170 10
--	-------------

CHARACTERISTICS OF ROAD.

Length of plane, 640 feet, double track.

Gauge.

What is the gauge of your lines?	5 feet.
--	---------

Track.

Weight of rail per yard, steel,	42 pounds.
---	------------

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth? Pittsburgh, Cincinnati and St. Louis railroad, under.

Stations.

Number of stations on main road, passenger and freight,	2
Number of engine-houses and shops in Pennsylvania, 1; total number entire road,	1
Value of real estate held by the company, exclusive of road- way, in Pennsylvania,	\$4,500 00

Equipment.

Number of first-class passenger cars, two,	\$1,500 00
--	------------

Employees.

Average number of persons regularly employed by com- pany, including officials,	11
Same in Pennsylvania,	11

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of passengers (all classes) carried in cars,	659,067
---	---------

Monthly Statement of Passengers (all classes) carried in cars.

January, 1881,	47,660	July, 1881,	58,695
February, 1881,	48,175	August, 1881,	54,704
March, 1881,	49,819	September, 1881,	58,816
April, 1881,	51,585	October, 1881,	61,425
May, 1881,	56,108	November, 1881,	56,520
June, 1881,	56,236	December, 1881,	64,824

Rate of Fare for Passengers charged for the respective classes per mile.

*For first-class through passengers,	5 cents.
--------------------------------------	----------

MONTHLY EARNINGS FOR THE YEAR.**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.
January, 1881,	\$1,685	45			
February, 1881,	1,488	25			
March, 1881,	1,668	80			
April, 1881,	1,859	15			
May, 1881,	2,052	65			
June, 1881,	1,934	60			
July, 1881,	2,143	40			
August, 1881,	1,996	65			
September, 1881,	2,116	65			
October, 1881,	2,804	40			
November, 1881,	1,931	00			
December, 1881,	2,232	25			
Total,	\$23,413	25			

* Tickets in packages of five, each 5 cents. Monthly tickets for adults, sixty trips, each \$1 25. Monthly tickets for children over five and under sixteen years, 80 cents.

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	\$257 15	.
February, 1881,	9 00	.
March, 1881,	20 40	.
April, 1881,	37 40	.
May, 1881,	26 75	.
June, 1881,	26 80	.
July, 1881,	454 77	.
August, 1881,	25 90	.
September, 1881,	26 80	.
October, 1881,	21 10	.
November, 1881,	23 40	.
December, 1881,	43 15	.
Total,	\$972 12	.
Total passenger earnings for the year,				\$23,413 15
Total earnings from all other sources,				972 12
Total earnings for the year,				\$24,385 27

The wooden trestle-work, supporting 360 feet of roadway, has been replaced with 15-inch iron "I" beam-girders, supported by brick and iron columns.

The entire roadway supplied with oak cross-ties, having laid thereon steel rails, 42 pounds to the yard, replacing the 45 pound iron to the yard, heretofore used.

A new station and freight-house has also been erected at the upper end of the plane; but, as much of the work has been done under the direction of the company officers, and not by contract, it is practically impossible to separate its cost from that of other improvements. However, we report, in gross, the aggregate expenditure this year, upon the whole improvement, \$12,843 01.

MISCELLANEOUS.

Salaries, wages, and incidentals,	\$8,398 58
Fuel—coal,	400 80
Oil, waste, and supplies,	223 27
Taxes,	179 15
Total miscellaneous,	\$9,201 80

EARNINGS.

Passenger transportation, local,	} Total,	\$23,418	25
Passenger transportation, through,		972	12
All other sources of income,			
Total,		\$24,385	37
Operating Expenses.			
Miscellaneous,		\$9,201 30	
Total operating expenses, being 37.73 per cent. of earnings,		9,201	30
Net earnings,		\$15,184	07

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$75,000 00

Number and per cent. of dividends: January 1, 1881, 5 per cent.; July, 1881, 5 per cent.,	\$7,500	00
Amount paid in dividends,	7,500	00
Balance for the year or surplus,	7,484	07
Surplus at commencement of the year,	19,799	48
Total surplus,	\$27,483	55
Surplus invested as follows:		
Cash,	\$8,313	45
Improvement account,	19,170	10
One hundred shares capital stock, at \$50,	5,000	00
Total,	\$27,483	55

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, Samuel Harper, president, and John L. Awl, treasurer, of the Monongahela Inclined Plane Company, who, being duly sworn, do depose and say that the caused they foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

SAMUEL HARPER, *President.*

JOHN L. AWL, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1882.

THOS. T. WIGHTMAN, *Notary Public.*

REPORT

OF THE

*Mont Alto Railroad Company, for the year ending 31st
December, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
I. S. Waterman, President,	Philadelphia, Pa.
William J. Barr, Secretary and Treasurer,	Philadelphia, Pa.
George B. Wiestling, Chief Engineer, General Manager, and General Superintendent,	Mont Alto, Pa.
General offices at Mont Alto, Franklin county, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
I. S. Waterman,	Philadelphia, Pa.
T. B. Kennedy,	Chambersburg, Pa.
G. B. Wiestling,	Mont Alto, Pa.
E. B. Wiestling,	Mont Alto, Pa.
John Stewart,	Chambersburg, Pa.
D. O. Gehr,	Chambersburg, Pa.
E. P. Dwight,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	110,000	00
Capital stock, total amount now paid in,	110,000	00
Capital stock, number of shares issued,	4,400	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due December 1, 1896, bear interest at 7 per cent., which is payable June 1 and December 1,) amount,	\$125,000	00
Total amount now of funded debt,	\$125,000	00
Total amount now of floating and funded debt,	125,000	00
Floating debt as per last report,	\$125,000	00

COST.

Total cost of entire road to date,	\$308,332	19
Average of same per mile of road laid,	\$16,117	73
Proportion of same for Pennsylvania,	16,117	73
Total cost of entire equipment,	\$19,117	00
Average cost of equipment per mile of road operated by company,	949	67
Proportion of same to Pennsylvania,	949	67
Cost of road and equipment per mile,	17,117	05
Proportion of same for Pennsylvania,	17,117	05

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mont Alto to junction with Cumber- berland Valley railroad,	10½	10½
Length of single main track,	10½	10½
Branches.		
Antietam Valley branch,	{ Length of branch, . . . 7½	{ 7½
	{ Length of single track, 7½	{ 7½
Aggregate length of main line and branches,	17½	17½
Aggregate length of sidings and other track not above enumer- ated,	1½	1½
Aggregate length of main line, branches, leased roads, sidings, and other track,	19.775	19.775

Gauge.

What is the gauge of your lines ? 4 ft. 9 inches.

Track.

Miles of iron rail in use, 19.775
 Miles of steel rail in use, None.
 Weight of rail per yard, iron, 50 and 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 12
 Wooden bridges, number of, 11; aggregate length, 472 feet.
 Wooden trestles, number of, 1; aggregate length, 456 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? None.

What railroads cross your road, either over or under your grade, in this Commonwealth ? None.

Stations.

Number of stations on main road : Passenger, 7 ; freight,
 5 ; total, 7
 Number of stations on branches : Passenger, 5 ; freight, 3 ;
 total, 5
 Number of engine-houses and shops in Pennsylvania, 2 ;
 total number entire road, 2
 Number of wood and water stations on main road, 1
 Number of wood and water stations on branches, 1

How is track laid and on what foundation ? Fish joints, oak cross-ties, on broken stone and cinder ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight, 60,000 pounds,	1	\$12,767	00
Number of first-class passenger cars,	2	3,175	00

What kind of train-brake is in use on your road? Westinghouse air brake on passenger trains, hand-brake on freight trains.

Average number of cars in passenger trains, including baggage cars, 3

Average number of cars in freight trains, 8 wheel cars, 12

Average weight of passenger trains, including locomotive and tender, in working order: No account kept.

Average weight of freight trains, including locomotive and tender, in working order: No account kept.

Employees.

Average number of persons regularly employed by company, including officials, 37

Same in Pennsylvania, 37

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 72,335

Number of miles run by freight trains, 114,320

Number of through passengers for the year on main road, 8,324

Number of passengers (all classes) carried in cars, 70,023

Number of passengers carried one mile, 1,400,460

Number of passengers carried one mile in Pennsylvania, 1,400,460

Number of tons of freight carried one mile, 804,360

Number of tons of freight carried one mile in Pennsylvania, 804,360

Gross amount of tonnage for the year, (2,000 pounds per ton,) 40,213

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 22

Average rate of speed adopted by express trains, including stops, (miles per hour,) 22

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 8

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	1,224	July, 1881,	21,299
February, 1881,	1,348	August, 1881,	23,739
March, 1881,	1,952	September, 1881,	4,235
April, 1881,	2,054	October, 1881,	2,655
May, 1881,	2,222	November, 1881,	1,778
June, 1881,	5,457	December, 1881,	2,010

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite and bituminous coal,	8,924	Agricultural products,	1,543
Pig iron, railroad iron, and other iron or castings,	4,824	Merchandise and manufactures,	7,167
Iron and other ores,	12,633	Lumber,	5,122

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	1½ cents.
For first-class way passengers,	1½ cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	2 cents.
For through coal, per ton per mile,	2 cents.
For local freight, per ton per mile,	2 cents.
For local coal, per ton per mile,	2 cents.

MONTHLY EARNINGS FOR THE YEAR.**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1881,			\$448 20
February, 1881,			509 41
March, 1881,			743 80
April, 1881,			733 88
May, 1881,			858 00
June, 1881,			1,192 94
July, 1881,			2,877 01
August, 1881,			8,447 95
September, 1881,			1,269 98
October, 1881,			551 55
November, 1881,			110 16
December, 1881,			300 69
Total,			\$12,543 07

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$966 46
February, 1881,			1,890 80
March, 1881,			1,640 90
April, 1881,			1,725 24
May, 1881,			1,437 50
June, 1881,			1,332 52
July, 1881,			1,045 21
August, 1881,			1,613 40
September, 1881,			1,722 37
October, 1881,			1,283 28
November, 1881,			1,116 99
December, 1881,			1,843 45
Total,			\$16,617 10

From all other sources.

MONTHS.	Mails.		Express.		Miscellaneous.	Total.
January, 1881,			\$25	27		\$25 27
February, 1881,			25	59		25 59
March, 1881,			31	02		31 02
April, 1881,			29	34		29 34
May, 1881,	\$141	87	30	32		172 19
June, 1881,			32	67		32 67
July, 1881,	141	87	35	47		177 31
August, 1881,			59	42		59 42
September, 1881,			40	90		40 90
October, 1881,			43	04		43 04
November, 1881,	988	27	45	36		1,033 63
December, 1881,	250	41	52	33		302 74
Total,	\$1,552	42	\$450	70		\$1,973 12

Total passenger earnings for the year,	\$12,543	07
Total freight earnings for the year,	16,817	10
Total earnings from all other sources,	1,973	12
Total earnings for the year,	\$31,133	29
Total receipts from all sources on whole length of line,	\$31,133	29
Proportion of earnings in Pennsylvania to earnings of whole line,	31,133	29

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$380	66
New passenger cars, number of, 1,	2,500	00

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$7,769	93
Repairs of bridges,	1,082	54
Repairs of buildings and fixtures,	371	23
Total for maintenance of way,	\$9,223	70
Cost per mile of road kept in repair,	\$461	18
Proportion for Pennsylvania,	461	18

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	}	\$1,722	69
Repairs of machinery,			
Repairs of passenger, baggage, and mail cars,			
Repairs of freight cars,			
Total for maintenance of motive power and cars,		\$1,722	69
Cost per mile of road operated,		\$36	10

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . . .	}	\$6,605	00
Salaries, wages, and incidentals chargeable to freight department, . . .			
Wages of switchmen, signalmen, gatekeepers, and watchmen, . . .			
Fuel, number cords of wood, 609½; cost, . . .		1,795	84
Fuel, number tons of coal, 1,044.88; cost, . . .		8,594	07
Oil and waste, . . .		477	49
Damages for cattle killed or injured, . . .		6	05
Taxes, . . .		12	00
Telegraph expenses, . . .		163	93
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . . .		2,599	58
Total miscellaneous, . . .		\$15,253	96
Amount per mile of road operated, . . .		\$762	69
Proportion for Pennsylvania, . . .		762	69
Total expenditures for operating the road, . . .		26,199	75
Total charged to road and equipment, . . .		2,500	00
Expenses per mile of road operated, . . .		1,309	98
Expenses per mile of single track operated, not including sidings, . . .		1,309	98

EARNINGS.

Passenger transportation, local, . . .	}	Total,	\$12,548	07
Passenger transportation, through, . . .				
Freight transportation, local, . . .	}	Total,	16,617	10
Freight transportation, through, . . .				
Mail service, . . .			1,522	42
Express service, . . .			450	70
Total, . . .			\$31,138	29
Operating Expenses.				
Maintenance of way and buildings, . . .		\$9,223	70	
Maintenance of motive power and cars, . . .		1,722	09	
Miscellaneous, . . .		15,853	96	
Total operating expenses, being 84.1 per cent. of earnings, . . .			26,199	75
Net earnings, . . .			\$4,938	54
Earnings per mile of road operated, . . .			\$1,556	66
Expenses per mile of road operated, . . .			1,309	98
Net earnings, . . .			\$246	68

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company, for forty per cent. of transportation.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,522 42 for carrying mails twice each way, daily, except Sunday.

STATE OF PENNSYLVANIA, }
 County of Philadelphia, } ss:

Personally appeared before me, I. S. Waterman, president, and William J. Barr, treasurer, of the Mont Alto Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

I. S. WATERMAN, *President.*

WM. J. BARR, *Treasurer.*

Sworn and subscribed before me, this 18th day of February, A. D. 1882.

E. H. BAILEY, *Notary Public.*

REPORT

OF THE

Montrose Railway Company, for the year ending November 30, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
James I. Blakalee, President,	Mauch Chunk, Pa.
John R. Raynsford, Secretary,	Montrose, Pa.
William H. Cooper, Treasurer,	Montrose, Pa.
William H. Jessup, General Solicitor,	Montrose, Pa.
Felix Ansart, Chief Engineer,	Tunkhannock, Pa.
T. G. Walter, General Superintendent,	Tunkhannock, Pa.
General offices at Montrose and Mauch Chunk.	

Names of Directors.

<i>Names of Directors.</i>	<i>Residences.</i>
Robert Klotz,	Mauch Chunk, Pa.
Charles O. Skeer,	Mauch Chunk, Pa.
S. D. Thomas,	Springville, Pa.
H. K. Sherman,	Springville, Pa.
C. M. Gere,	Montrose, Pa.
William J. Mulford,	Montrose, Pa.
Samuel H. Sayre,	Montrose, Pa.
John S. Tarbell,	Montrose, Pa.
Sylvanus Tyler,	Dimock, Pa.
B. F. Blakalee,	Lynn, Pa.
Paul Billings,	Tunkhannock, Pa.
C. D. Gearhart,	Tunkhannock, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	319,700	00
Capital stock, total amount now paid in,	303,835	85
Capital stock, number of shares issued,	6,088	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due year 1892, bear interest at 7 per cent., which is payable April 1 and October 1,) amount,	\$44,900	00
Total amount now of funded debt,	\$44,900	00
Floating Debt.		
Total amount now of floating and funded debt,	44,900	00
Funded debt, as per last report, \$44,900 00		
Total cash realized from capital stock and debt,	\$346,757	85

COST.

Total cost of entire road to date,	\$332,141	18
Average of same per mile of road laid,	\$11,862	18 $\frac{1}{2}$
Proportion of same for Pennsylvania,	11,862	18 $\frac{1}{2}$
Total cost of entire equipment,	\$47,076	83
Average cost of equipment per mile of road operated by company,	1,681	81 $\frac{1}{2}$
Proportion of same to Pennsylvania,	1,681	81 $\frac{1}{2}$
Cost of road and equipment per mile,	13,543	50 $\frac{1}{2}$
Proportion of same for Pennsylvania,	13,543	50 $\frac{1}{2}$

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Montrose to Tunkhannock,	28	28
Length of single main track,	28	28
Aggregate length of main line and branches,	28	28

Gauge.

What is the gauge of your lines? 8 feet.

Track.

Miles of iron rail in use, 28
 Weight of rail per yard, iron, 40 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 4
 Wooden bridges and trestles, number of, 4; aggregate length, 500 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight, 13
 Number of engine-houses and shops in Pennsylvania, 1;
 total number entire road, 1
 Number of wood and water stations on main road, 5
 Number of tunnels, None.

How is track laid and on what foundation? Gravel and gravel ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight,	1	\$9,167	69
Number of locomotives of more than 10 tons weight,	2		
Number of first-class passenger cars,	1	3,000	00
Number of second-class passenger cars,	1	2,500	00
Number of baggage, mail, and express cars,	1	2,000	00
Number of freight cars, house cars,	8		
Number of coal, ore, and stone cars,	18		

What kind of train-brake is in use on your road? Ordinary brake.

Average number of cars in passenger trains, including baggage cars, (mixed trains,) 3

Average weight of passenger trains, including locomotive and tender, in working order, (estimate,) 45 tons.

Employees.

Average number of persons regularly employed by company, including officials, 24
 Same in Pennsylvania, 24

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger, freight, and coal trains, (mixed trains,) 35,000
 Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars, 18,458
 Number of passengers carried one mile, 207,975
 Number of passengers carried one mile in Pennsylvania, 207,975

Number of tons of 2,000 pounds of through freight for the year on main road,	350.50
Gross amount of tonnage for the year, (2,000 pounds per ton,)	12,961.39
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	10
Average rate of speed adopted by express trains, including stops, (miles per hour,)	10
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1880,	670	June, 1881,	981
January, 1881,	851	July, 1881,	1,800
February, 1881,	333½	August, 1881,	2,416½
March, 1881,	808½	September, 1881,	2,398
April, 1881,	833½	October, 1881,	949½
May, 1881,	959	November, 1881,	1,007½

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	4,311.50	Other articles,	5,469.42
Lumber,	2,829.97		

Rate of Fare for Passengers charged for the respective classes per Mile.

For first-class through passengers, about	3½ cents.
For first-class way passengers, about	3½ cents.
For second-class through passengers,	None.
For second-class way passengers,	None.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through and local freight, per ton per mile, about	4.44 cents.
For through and local coal, per ton per mile, about	4.69 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
December, 1880,			\$399 88
January, 1881,			246 91
February, 1881,			216 51
March, 1881,			511 50
April, 1881,			554 15
May, 1881,			553 87
June, 1881,			465 61
July, 1881,			859 78
August, 1881,			1,133 25
September, 1881,			1,230 16
October, 1881,			666 80
November, 1881,			625 55
Total,			\$7,513 97

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1880,	\$15	75	\$1,670	62	\$1,686	37
January, 1881,	17	46	902	40	919	86
February, 1881,	23	02	949	21	972	23
March, 1881,	31	73	1,011	11	1,042	84
April, 1881,			1,296	58	1,296	58
May, 1881,	12	00	1,391	19	1,403	19
June, 1881,			1,325	43	1,325	43
July, 1881,	9	43	1,048	75	1,053	18
August, 1881,	8	80	1,182	57	1,191	37
September, 1881,	9	33	1,152	57	1,161	90
October, 1881,	130	08	1,860	27	1,990	35
November, 1881,	170	96	1,977	44	2,148	40
Total,	\$428	56	\$15,768	14	\$16,196	70

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1880,			\$147	45			\$147	45
January, 1881,	\$299	78	42	36			342	14
February, 1881,			36	85			36	35
March, 1881,			69	08			69	08
April, 1881,			94	29			94	29
May, 1881,	275	91	123	20			399	11
June, 1881,			186	64	\$5	00	191	64
July, 1881,			139	42			139	42
August, 1881,	297	87	142	82			440	69
September, 1881,			119	67			119	67
October, 1881,			141	97			141	97
November, 1881,	302	13	158	63			460	76
Total,	\$1,175	69	\$1,401	88	\$5	00	\$2,582	57

Total passenger earnings for the year,	\$7,518	97
Total freight earnings for the year,	16,198	70
Total earnings from all other sources,	2,582	57

Total earnings for the year,	\$26,293	24
Total receipts from all sources on whole length of line,	\$26,293	24
Proportion of earnings in Pennsylvania to earnings of whole line: All.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New locomotives, number of, 1,	\$9,167	69
Total,	\$9,167	69
Proportion for Pennsylvania, All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads and bridges, exclusive of new rails,	\$4,691	29
All other expenses for maintenance of way,	133	09
Total for maintenance of way,	\$4,825	28
Cost per mile of road kept in repair,	\$172	33½
Proportion for Pennsylvania, All.		

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	}	\$1,068	78
Repairs of machinery,			
Repairs of passenger, baggage, and mail cars,			
Repairs of freight cars,			
All other expenses for maintenance of motive power and cars,			
Total for maintenance of motive power and cars,		\$1,068	78
Cost per mile of road operated,		\$38	17½
Proportion for Pennsylvania, All.			

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$5,392	61
Salaries, wages, and incidentals chargeable to freight department,			
Wages of switchmen, signalmen, gatekeepers, and watchmen,			
Fuel—coal,		1,894	31
Oil and waste,		354	40
Damages for loss of goods and baggage,			41
Taxes,		221	96
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,		1,100	00
Total miscellaneous,		\$9,093	69
Amount per mile of road operated,		\$322	63½
Proportion for Pennsylvania, All.			
Total expenditures for operating the road,		14,927	75
Total charged to road and equipment,		24,095	44
Expenses per mile of road operated,		533	18½
Proportion for Pennsylvania, All.			

EARNINGS.

Passenger transportation, local,	}	Total,	\$7,513	97
Passenger transportation, through,				
Freight transportation, local,	}	Total,	16,196	70
Freight transportation, through,				
Mail service,			1,175	69
Express service,			1,401	88
Rents,			5	00
Total,			\$26,293	24
Operating Expenses.				
Maintenance of way and buildings,		\$4,825	28	
Maintenance of motive power and cars,		1,068	78	
Miscellaneous,		9,083	69	
* Total operating expenses, exclusive of interest, being 56.77 per per cent. of earnings,			14,927	75
Net earnings,			\$11,365	49
Earnings per mile of road operated,			\$939	04 $\frac{1}{2}$
Expenses per mile of road operated,			583	13 $\frac{1}{2}$
Net earnings,			\$405	91 $\frac{1}{2}$

* Interest on funded debt paid during the year, \$2,970.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Central Express Company; we receive one sixth ($\frac{1}{6}$) gross receipts.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,208 54 per annum, from July 1, 1881.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding, full paid shares,	\$6,038 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.
Balance for the year or surplus: Cash on hand,	\$9,993 11

STATE OF PENNSYLVANIA, } ss:
County of Susquehanna, }

Personally appeared before me, James I. Blakslee, president, and William H. Cooper, treasurer, of the Montrose Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

JAMES I. BLAKSLEE, *President.*

WM. H. COOPER, *Treasurer.*

Sworn and subscribed before me, this 19th day of January, A. D. 1882, as to William H. Cooper, treasurer.

JOSEPH H. WILLIAMS, *Notary Public.*

Sworn and subscribed before me, this 21st day of January, A. D. 1882, as to James I. Blakslee, president.

L. H. BARBER, *Notary Public.*

REPORT

OF THE

*Moshannon and Clearfield Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
John P. Green,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, total amount now paid in,	10,000	00
Capital stock, number of shares issued,	None.	
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$18,000 00	
Total amount now of floating debt,	\$13,000	00
Total cash realized from capital stock and debt,	\$23,000	00

COST.

Total cost of entire road to date,	\$19,620	50
Average of same per mile of road laid, about	\$5,000	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, adopted line from near Osceola, on Houtzdale branch, Tyrone and Clearfield railway, to Whiteside's Gap,	10	10
Length of single main track,	1.4	1.4
Branches.		
Leskie branch, from a point on Moshannon and Clearfield railroad, about one and a half miles from Osceola, to Leskie mines,	Length of branch, . .	1.32
	Length of single track, . .	1.32

The road is operated by the Tyrone and Clearfield Railway Company, subject to its lease to Pennsylvania Railroad Company, and returns are included in report of latter company relative to operations of the Tyrone and Clearfield railway.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, J. N. DuBarry, president, and Albert Hewson, treasurer, of the Moshannon and Clearfield Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. N. DuBARRY, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this 9th day of February, A. D. 1882.

JNO. C. SIMS, Jr., *Notary Public.*

R E P O R T

OF THE

*Mount Carbon and Port Carbon Railroad Company, for
the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
F. B. Gowen, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.
General offices at 407 Library street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
H. P. McKean,	Philadelphia.
John Ashhurst,	Philadelphia.
Henry Lewis,	Philadelphia.
A. Hewson,	Philadelphia.
J. B. Lippincott,	Philadelphia.
E. B. Coxe,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$282,850	00
Capital stock, amount subscribed,	282,350	00
Capital stock, total amount now paid in,	282,350	00
Capital stock, number of shares issued, 5,647		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$282,815 45
--	--------------

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Mount Carbon to Port Carbon,	2.5	2.5
Length of double main track,	2.5	2.5
Aggregate length of main line and branches,	5	5
Aggregate length of sidings and other track not above enumerated,	13.5	13.5
Aggregate length of main line, branches, leased roads, sidings, and other track,	18.5	18.5

NOTE.—This road is leased to the Philadelphia and Reading Railroad Company, and operated as part of their road. Date of lease, March 5, 1860; term of years, fifty; annual rental, \$36,250.

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Weight of rail per yard, { Iron, 64 and 68 lbs.
 { Steel, 68 lbs.

Bridges and Trestles.

Wooden bridges, number of, 1; aggregate length, . . . 174½ feet.
 Stone bridges, None.
 Wooden trestles, number of, 5; aggregate length, . . . 379 feet.
 Iron trestles, ash-pit, 1; aggregate length, 150 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 2; freight,
 1; total, 3
 Number of engine-houses and shops in Pennsylvania, 5;
 total number entire road, 5
 Number of wood and water stations on main road, . . . 2
 Number of tunnels, None.

How is track laid, and on what foundation? Cross-ties and cinder ballast.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for
 what issued, None.
 Amount of common stock now outstanding, \$282,350 00
 Amount of stock issued as stock dividends, and dates of
 issue, None.

Rate and date of all cash dividends on stock of original and consolidated companies: Six per cent., January, 1881; six per cent., July, 1881.

Number and per cent. of dividends: Two, of 6 per cent.	
Amount paid in dividends,	\$33,882 00

STATE OF PENNSYLVANIA, {
 County of Philadelphia, } ss:

Personally appeared before me, Franklin B. Gowen, president, and Peter C. Hollis, treasurer, of the Mount Carbon and Port Carbon Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this

company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1882.

J. Y. HUMPHREY, *Notary Public.*

R E P O R T

OF THE

*Mount Oliver Inclined Railway Company, for the year
ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
C. J. Schultz, President,	Pittsburgh, S. S., Pa.
John P. Beech, Secretary and Treasurer,	Pittsburgh, S. S., Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
C. J. Schultz,	Pittsburgh, S. S., Pa.
Joseph Keeling,	Pittsburgh, S. S., Pa.
Peter Habermann,	Pittsburgh, S. S., Pa.
John Nusser,	Pittsburgh, S. S., Pa.
Ferdinand Berry,	Pittsburgh, S. S., Pa.
John P. Beech,	Pittsburgh, S. S., Pa.
Frederick Hampe,	Mount Oliver, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	83,200	00
Capital stock, total amount now paid in,	81,296	00
Capital stock, number of shares issued,	1,664	
Capital stock, amount paid in on each share,	19	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due March 1, 1882, bear interest at 8 per cent., which is payable semi-annually,) amount,	\$50,000	00
Second mortgage bonds, (due January 1, 1878, bear interest at 8 per cent., which is payable semi-annually,) amount,	5,000	00
Total amount now of funded debt,	\$55,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$833	33
The amount now of floating debt,	833	33
Total amount now of floating and funded debt,	\$55,833	33
Funded debt, as per last report,	\$55,000	00
Floating debt, as per last report,	\$833	33

COST.

Total cost of entire road to date,	\$82,215	53
Average of same per mile of road laid, only 1,600 feet long.		
Proportion of same for Pennsylvania,	All.	

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from lower to upper station,	1,600 ft.	All.
Length of double main track,	1,600 ft.	All.

Gauge.

What is the gauge of your lines? 5 feet.

Track.

Miles of steel rail in use, double track, 1,600 feet.
 Weight of rail per yard, steel, 30 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, All on trestle.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth? Pittsburgh, Virginia and Charleston railroad, at Manor street.

How is track laid and on what foundation? The whole road is on trestle

Average number of cars in passenger trains, including baggage cars,

2

Employees.

Average number of persons regularly employed by company, including officials,

7

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains, about,	35,000
Number of through passengers for the year on main road,	383,260
Number of passengers (all classes) carried in cars,	383,260
Average rate of speed adopted by ordinary passenger trains, (miles per hour,)	6½

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	27,985	July, 1881,	39,678
February, 1881,	23,918	August, 1881,	31,558
March, 1881,	25,880	September, 1881,	28,033
April, 1881,	29,515	October, 1881,	36,111
May, 1881,	38,235	November, 1881,	33,885
June, 1881,	35,901	December, 1881,	37,571

Rate of Fare for Passengers charged for the respective classes per mile.

Fifty trip tickets,	\$1 50
Fifty-four trip school tickets,	1 00
Yearly tickets,	25 00
For first-class through passengers,	5 cents.

MONTHLY EARNINGS FOR THE YEAR.**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$1,142	85				
February, 1881,	980	35				
March, 1881,	1,150	30				
April, 1881,	1,344	45				
May, 1881,	1,707	25				
June, 1881,	1,602	85				
July, 1881,	1,767	15				
August, 1881,	1,407	40				
September, 1881,	1,013	15				
October, 1881,	1,631	20				
November, 1881,	1,525	75				
December, 1881,	1,679	55				
Total,	\$16,951	75				

From Transportation of Freight.

MONTHS.	Through.		Local.	Total.
January, 1881,	\$2	85	.	.
February, 1881,	4	50	.	.
March, 1881,	2	35	.	.
April, 1881,	2	60	.	.
May, 1881,	2	60	.	.
June, 1881,	4	25	.	.
July, 1881,	4	55	.	.
August, 1881,	2	80	.	.
September, 1881,	2	05	.	.
October, 1881,	8	75	.	.
November, 1881,	8	25	.	.
December, 1881,	4	75	.	.
Total,	\$39	80	.	.

Total passenger earnings for the year,	\$16,951	75
Total freight earnings for the year,	39	80
Total earnings from all other sources,	340	00
Total earnings for the year,	\$17,291	55

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$3,577	13
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	8,832	44
Total miscellaneous,	\$12,459	57

EARNINGS.

Passenger transportation, through,	\$16,951	75
Freight transportation, through,	39	80
Rents,	100	00
All other sources of income,	200	00
Total,	\$17,291	55
Operating Expenses.		
Miscellaneous,	\$12,459	57
Total operating expenses,	12,459	57
Net earnings,	\$4,831	98

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$51,904
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

GENERAL BALANCE SHEET, JANUARY 1, 1882.

<i>Assets.</i>			
To cost of plane,	\$82,215	53	
Profit and loss,	2,448	78	
Joseph Keeling,	75	00	
Cash on hand,	2,390	07	
	\$87,129	33	
<i>Liabilities.</i>			
By bonds and mortgages,	\$55,833	38	
Capital stock paid in,	31,296	00	
	\$87,129	38	

Result for the Year ending December 31, 1881.

<i>DR.</i>			
To wages,	\$3,577	16	
Expenses,	8,882	44	
Interest,	5,051	40	
	\$17,510	97	
<i>CR.</i>			
By old rope and rails,	\$200	00	
Rents,	100	00	
Earnings,	16,991	55	
Profit and loss,	219	42	
	\$17,510	97	

STATE OF PENNSYLVANIA,)
County of Allegheny, } ss:

Personally appeared before me, C. J. Schultz, president, and John P. Beech, treasurer, of the Mount Oliver Incline Plane Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

C. J. SCHULTZ, *President.*

J. P. BEECH, *Treasurer.*

Sworn and subscribed before me, this 6th day of January, A. D. 1882.

CHAS. EVANS, *Notary Public.*

REPORT

OF THE

*Mount Pleasant and Broadford Railroad Company,
for the year ending September 30, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. B. Washington, President,	Pittsburgh.
Welty McCullogh, Secretary and Treasurer,	Pittsburgh.
General offices at Pittsburgh, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
John King, junior,	Cincinnati, Ohio.
William Keyser,	Baltimore.
Mendes Cohen,	Baltimore.
Hugh Sisson,	Baltimore.
Charles Webb,	Baltimore.
A. R. Banning,	Connellsville.
G. M. Serpell,	Connellsville.
William S. Bissell,	Pittsburgh.
H. S. Burgesser,	Pittsburgh.
G. B. Rathfon,	Pittsburgh.
O. P. Shupe,	Mt. Pleasant.
William Baldwin,	Connellsville.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, amount subscribed,	152,500	00
Capital stock, total amount now paid in,	150,500	00
Capital stock, number of shares issued,	3,010	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date, \$201,669 69

CHARACTERISTICS OF ROAD.

<i>Main Line.</i>	<i>MILES.</i>	
	<i>Whole length.</i>	<i>Length in Penn'a.</i>
Length of main line, from Broadford to Mount Pleasant,	9 $\frac{1}{2}$	9 $\frac{1}{2}$

This road being leased to the Pittsburgh and Connellsville Railroad Company, and operated by them, the questions following belong to, and have been fully answered by them in their reports. The terms of lease are published in the annual report, part iv, page 482, 1877.

STATE OF PENNSYLVANIA, }
County of Allegheny, city of Pittsburgh, } ss:

Personally appeared before me, J. B. Washington, president, and Welty McCullogh, treasurer, of the Mount Pleasant and Broadford Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. B. WASHINGTON, *President.*

WELTY McCULLOGH, *Treasurer.*

Sworn and subscribed before me, this 21st day of February, A. D. 1882.

JOHN S. KENNEDY, *Alderman.*

REPORT

OF THE

*Muncy Creek Railway Company, for the year ending
December 31, 1881.*

OFFICERS.

Names.

Residences.

Benjamin G. Welch, Receiver, Hughesville, Lycoming county, Pa.
I. V. Chamberlin, General Superintendent. Hughesville, Lycoming county, Pa.

General offices at Hughesville, Lycoming county, Pa.

No election of directors for several years.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock authorized by votes of company,	50,000	00
Capital stock, amount subscribed, said to be	124,450	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt		
First mortgage bonds, (due September 1, 1871, bear interest at 7 per cent.,) amount,	\$221,800	00
Floating Debt.		
No satisfactory record.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Halls, Pa., to Bernice, Pa.,	36	36
Length of single main track,	6	6
Length of track laid, if not completed,	6	6

Gauge.

What is the gauge of your lines? 4 feet 8½ inches

Track.

Miles of iron rail in use, 6
 Weight of rail per yard, iron, 36, 40, and 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 3
 Wooden bridges, number of, 3; aggregate length, 120 feet.

Stations.

Number of stations on main road: Passenger and freight, 3
 Number of engine-houses and shops in Pennsylvania: None
 owned by the company.

Equipment.	Number.	Average value of each	
Number of locomotives of more than 20 tons weight,	1	\$500	00
Number of second-class passenger cars,	1	1,000	00
Number of baggage, mail, and express cars,	1	500	00

What kind of train-brake is in use on your road? Hand-brake.

Average number of cars in passenger trains, including baggage cars, 5
 Average number of cars in freight trains, 5
 Average weight of passenger trains, including locomotive and tender, in working order, 100 tons.
 Average weight of freight trains, including locomotive and tender, in working order, 100 tons.

Employees.

Average number of persons regularly employed by company, including officials, 10
 Same in Pennsylvania, 10

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger, freight, and coal trains, 7,500

Number of passengers (all classes) carried in cars, . . .	13,315
Number of tons of 2,000 pounds of freight for the year on main road, . . .	20,922,310
Gross amount of tonnage for the year, (2,000 lbs., per ton.)	20,922,310
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . .	16
Average rate of speed adopted by express trains, including stops, (miles per hour,) . . .	16
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . .	16

Monthly Statement of Passengers (all classes) carried in Cars.

January 27 to 31, 1881,	151	July, 1881,	1,187½
February, 1881,	695½	August, 1881,	1,538
March, 1881,	1,238½	September, 1881,	1,338
April, 1881,	1,091½	October, 1881,	1,296½
May, 1881,	1,135	November, 1881,	1,161
June, 1881,	958	December, 1881,	1,474½

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	524,888	Hides,	530,188
Bituminous coal,	214,888	Agricultural products,	233,188
Pig iron,	26,888	Merchandise and manufactures, 1,228,888	
Railroad iron,	46,188	Lumber,	15,300,888
Other iron or castings,	125,888	Bark,	2,165,888
Leather,	525,888		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	4.16 cents.
For first-class way passengers,	4.16 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	7 cents.
For through coal, per ton per mile,	7 cents.
For local freight, per ton per mile,	7 cents.
For local coal, per ton per mile,	7 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January 27 to 31, 1881,	\$9	85	\$21	20	\$31	05
February, 1881,	95	75	55	03	150	78
March, 1881,	206	42	60	29	268	71
April, 1881,	173	20	52	32	225	52
May, 1881,	184	70	54	38	239	08
June, 1881,	146	70	50	32	197	02
July, 1881,	172	85	80	17	252	52
August, 1881,	249	15	72	25	321	40
September, 1881,	214	55	73	46	288	01
October, 1881,	214	60	59	73	274	33
November, 1881,	177	50	66	18	243	68
December, 1881,	239	65	64	40	304	05
Total,	\$2,086	42	\$709	68	\$2,796	10

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January 27 to 31, 1881,			\$89 02
February, 1881,			571 78
March, 1881,			860 15
April, 1881,			1,085 44
May, 1881,			1,041 33
June, 1881,			1,184 07
July, 1881,			844 90
August, 1881,			931 99
September, 1881,			918 97
October, 1881,			845 74
November, 1881,			854 88
December, 1881,			698 16
Total,			\$9,931 38

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,				
February, 1881,		\$11 36		\$11 36
March, 1881,	\$162 14	14 24		176 38
April, 1881,	61 34	14 83		76 17
May, 1881,		17 40	\$0 90	18 30
June, 1881,		21 02	1 57	22 59
July, 1881,	61 34	20 18	82	82 34
August, 1881,		23 86	2 85	26 21
September, 1881,		20 39	2 42	22 81
October 1881,		16 42	1 51	17 93
November, 1881,	61 34	18 69	1 71	81 74
December, 1881,		22 73	1 57	24 30
Total,	\$346 16	\$201 12	\$12 85	\$560 13

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New hand-car, number of, 1,	\$72 14
New track tools,	214 29
Total,	\$286 43

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

New iron rails, number of tons, 35½,	\$1,559 44
Repairs of bridges,	550 00
Repairs of buildings and fixtures,	459 53
Repairs of fences,	40 75
All other expenses for maintenance of way,	2,612 73
Total for maintenance of way,	\$5,222 45
Cost per mile of road kept in repair,	\$870 40

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$17	80
Repairs of passenger, baggage, and mail cars,	532	11
Repairs of freight cars,	84	95
All other expenses for maintenance of motive power and cars and engine rent,	1,585	00
Total for maintenance of motive power and cars,	\$2,219	86
Cost per mile of road operated,	\$369	97

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$3,876	95
Salaries, wages, and incidentals chargeable to freight department,			
Wages of switchmen, signalmen, gatekeepers, and watchmen,		13	85
Fuel—number cords of wood, 9; cost,		856	27
Fuel—number tons of coal, 253; cost,		89	07
Oil and waste,		25	00
Damages for cattle killed or injured,		4	06
Damage for loss of goods and baggage,		106	60
Taxes,		162	00
Telephone expenses,		180	38
Amount paid other corporations or individuals for use of all other cars,		965	01
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,		\$6,279	19
Total miscellaneous,		\$1,046	58
Amount per mile of road operated,			

EARNINGS.

Passenger transportation, local,	\$709 68	} Total,	\$2,706	10
Passenger transportation, through,	2,066 42			
Freight transportation, local,		} Total,	9,981	38
Freight transportation, through,				
Mail service,			346	16
Express service,			201	12
All other sources of income,			12	85
Total,			\$13,287	61
Operating Expenses.				
Maintenance of way and buildings,	\$5,222 48			
Maintenance of motive power and cars,	2,219 86			
Miscellaneous,	6,279 19			
Total operating expenses, being 103.29 per cent. of earnings,			13,721	53
Deficit,			\$433	92
Earnings per mile of road operated,			\$2,214	60
Expenses per mile of road operated,			2,286	92

STATEMENT.

Under an order of the court of common pleas of Lycoming county, the receiver took charge of this road January 27, 1881. Its books and accounts were found to be in such a condition, that neither from its books nor its officers was it possible to obtain any intelligent account of its affairs.

The roadway was in an utterly unsafe condition, the one locomotive little better than scrap iron, and its only rolling stock, consisting of two passenger cars, totally unfit for use.

The receiver is unable to make any report back of January 27, 1881.

The company seems to be the owner of 5,881 acres of land in Sullivan county, which he is unable to appraise as to value. Part of it has been allowed to be sold for taxes, but is still subject to redemption.

STATE OF PENNSYLVANIA, } ss:
County of Lycoming, }

Personally appeared before me, a justice of the peace, Benjamin G. Welch, receiver of the Muncy Creek Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

BENJAMIN G. WELCH, *Receiver.*

Sworn and subscribed before me, this 30th day of January, A. D. 1882.

THOMAS W. KAHLER, *Justice of the Peace.*

R E P O R T

OF THE

*Nesquehoning Valley Railroad Company, for the year
ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. B. Moorhead, President,	Philadelphia, Pa.
C. F. Howell, Secretary and Treasurer,	Philadelphia, Pa.
General offices at Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
George Whitney,	Philadelphia, Pa.
Samuel Mason,	Philadelphia, Pa.
F. R. Cope,	Philadelphia, Pa.
F. C. Yarnall,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
George F. Tyler,	Philadelphia, Pa.
T. C. Henry,	Philadelphia, Pa.
John W. Thomas,	Philadelphia, Pa.

W. P. Cresson,	Philadelphia, Pa.
P. C. Garrett,	Philadelphia, Pa.
William C. Ludwig,	Philadelphia, Pa.
W. G. Moorhead,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000,000	00
Capital stock authorized by votes of company,	1,300,000	00
Capital stock, amount subscribed,	1,300,000	00
Capital stock, total amount now paid in,	1,300,000	00
Capital stock, number of shares issued,	26,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
The amount now of floating debt,	\$100,915	43
Floating debt as per last report,	\$100,915 43	

COST.

Total cost of entire road to date, \$1,400,915 43

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Tamanend to Nesquehoning Junction,		16.5
Length of single main track,		16.5
Length of double main track,		6.8
Branches.		
Tunnel branch, from Haute to Lansford,		1.12
Aggregate length of main line and branches,		24.42
Aggregate length of sidings and other track not above enumerated,		4
Aggregate length of main line, branches, leased roads, sidings, and other track,		28.42

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Bridges and Trestles.

Number of bridges and trestles on whole line, 12
 Wooden trestles, number of, 12; aggregate length, . . . 1,532 feet.

Stations.

Number of stations on main road, passenger and freight,	12
Number of wood and water stations on main road,	4
Number of tunnels, 1; aggregate length,	3,800 feet.
How is track laid, and on what foundation? Ordinary track on ballast.	

Equipment.

What kind of train-brake is in use on your road? Westinghouse automatic.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains, coal,	120
Average weight of passenger trains, including locomotive and tender, in working order,	120 tons.
Average weight of freight trains, including locomotive and tender, in working order,	900 tons.

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger, freight, and coal trains: Included in Lehigh and Susquehanna.	
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

EARNINGS.

Rents received from the Lehigh Coal and Navigation Company, as per terms of lease,	\$91,000 00
--	-------------

This road was operated by the Lehigh Coal and Navigation Company, under a lease of nine hundred and ninety-nine years, until April 1, 1871, when the lease of the main line was transferred to the Central Railroad of New Jersey. All returns not answered in this report are included in the annual return of the Lehigh and Susquehanna railroad, owned by the Lehigh Coal and Navigation Company, and leased to the Central Railroad of New Jersey.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 26,000 shares, \$1,800,000 00

Rate and date of all cash dividends on stock of original and consolidated companies: March 1, 1881, at 7 per cent. per annum; September 1, 1881, at 7 per cent. per annum.

STATE OF PENNSYLVANIA, }
 County of Philadelphia, } ss:

Personally appeared before me, J. B. Moorhead, president, and C. F. Howell, treasurer, of the Nesquehoning Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 31st December, A. D. 1882, according to the best of their knowledge and belief.

(Signed)

J. B. MOORHEAD, *President.*

C. F. HOWELL, *Treasurer.*

Sworn and subscribed before me, this 21st day of February, A. D. 1882.

WM. C. ALDERSON, *Notary Public.*

REPORT

OF THE

*New Castle Railroad and Mining Company, for the
 year ending November 30, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Joshua Rhodes, President,	—
George Pearson, Vice President,	—
T. F. Stryker, Secretary and Treasurer,	—
General offices at New Castle, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Joshua Rhodes,	Pittsburgh.
George Pearson,	New Castle.
T. F. Stryker,	New Castle.
Frederick Pearson,	—
William Latschaw,	Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued,	2,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1889, bear interest at 6 per cent., which is payable semi-annually,) amount,	\$3,500	00
Total amount now of funded debt,	\$3,500	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$4,535	00
The amount now of floating debt,	4,535	00
Total amount now of floating and funded debt,	\$8,035	00
Funded debt as per last report,	\$3,500	00
Floating debt as per last report,	7,754	13

Gauge.

What is the gauge of your lines? 3 feet 6 inches.

Track.

Miles of iron rail in use, 5½
 Weight of rail per yard, iron, 35 pounds

Bridges and Trestles.

Number of bridges and trestles on whole line, 5
 Wooden bridges, number of 2; aggregate length, 168 feet.
 Wooden trestles, number of, 3; aggregate length, estimated, 1,200 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? New Castle and Oil City railroad, at New Castle.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Value of real estate held by the company, exclusive of roadway, estimated, \$6,500 00

How is track laid, and on what foundation? Oak cross-ties; slack ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 15 tons weight,	1	\$6,000 00
Number of locomotives of more than 10 tons weight,	1	4,500 00
Number of coal, ore, and stone cars,	68	120 00

What kind of train-brake is in use on your road? Lever.

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal, 18,357

Our books are so kept that it is impossible to get at the railroad business any more accurately. The railroad is an appendix to the coal business, consequently everything is run into coal account.

STATE OF PENNSYLVANIA, } ss :
County of Lawrence,

Personally appeared before me, George Pearson, vice president, and T. F. Stryker, treasurer, of the New Castle Railroad and Mining Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

GEORGE PEARSON, *Vice President.*

T. F. STRYKER, *Treasurer.*

Sworn and subscribed before me, this 22d day of February, A. D. 1882.

J. HAUS, *Alderman.*

REPORT

OF THE

*New Castle and Beaver Valley Railroad Company, for
the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. L. Crawford, President,	New Castle, Pa.
J. A. Crawford, Secretary and Treasurer,	New Castle, Pa.
General Offices at New Castle, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
William L. Scott,	Erie, Pa.
R. W. Cunningham,	New Castle, Pa.
William Patterson,	New Castle, Pa.
G. W. Crawford,	New Castle, Pa.
William Harbaugh,	Sewickley, Pa.
J. D. Layng,	Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$700,000	00
Capital stock authorized by votes of company,	700,000	00
Capital stock, amount subscribed,	700,000	00
Capital stock, total amount now paid in,	605,000	00
Capital stock, amount paid in on each share: \$50 on 12,000 shares, \$2 50 shares,		
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$857,632	96
Average of same per mile of road laid,	\$57,482	37
Proportion of same for Pennsylvania, All.		

For answer to all interrogatories not answered herein, we would respectfully refer you to the report of the Pennsylvania Company, operating this road under a lease for ninety-nine years from July 1, 1865. This company receiving a rental of 40 per centum of the gross earnings.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Any other expenditures chargeable to this account,	\$1,000	00
Total,	\$1,000	00
Proportion for Pennsylvania,	\$1,000	00

MISCELLANEOUS.

Taxes,	\$8,400	00
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	2,340	96
Total miscellaneous,	\$10,740	96

EARNINGS.

Rent of road for twelve months ending October 31, 1881,	\$132,550	56
All other sources of income,	19,913	22
Total,	\$152,463	78

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.

Amount of common stock now outstanding, \$700,000

Amount of stock issued as stock dividends, and date of issue, None.

Rate and date of all cash dividends on stock of original and consolidated companies: January 1, 1881, $3\frac{1}{2}$ per centum; January 12, 1881, 10 per centum; April 1, 1881, $3\frac{1}{2}$ per centum; July 1, 1881, $3\frac{1}{2}$ per centum; October 1, 1881, $3\frac{1}{2}$ per centum.

Number and per cent. of dividends: Five, aggregating 24 per cent.		
Amount paid in dividends,	\$168,000	00

STATE OF PENNSYLVANIA, }
County of Lawrence, } ss:

Personally appeared before me, A. L. Crawford, president, and J. A. Crawford, treasurer, of the New Castle and Beaver Valley Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

A. L. CRAWFORD, *President.*

J. A. CRAWFORD, *Treasurer.*

Affirmed and subscribed before me, this 9th day of January, A. D. 1882.

J. P. LESLIE, *Alderman.*

REPORT

OF THE

*Pennsylvania Company, operating New Castle and
 Beaver Valley Railroad Company, for the year
 ending December 31, 1881.*

OFFICERS OF PENNSYLVANIA COMPANY, OPERATING.

<i>Names.</i>	<i>Residences.</i>
George B. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messier, Third Vice President and Comptroller,	Pittsburgh, Pa.
J. E. Davidson, Assistant Comptroller,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
S. W. White, Assistant Secretary,	Philadelphia, Pa.
W. H. Barnes, Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Counsel,	Pittsburgh, Pa.
F. Slataper, Chief Engineer,	Pittsburgh, Pa.
D. W. Caldwell, General Manager,	Pittsburgh, Pa.
W. A. Baldwin, Manager,	Pittsburgh, Pa.
J. M. Kimball, Division Superintendent,	Youngstown, O.
William Stewart, General Freight Agent,	Pittsburgh, Pa.
E. A. Ford, General Passenger and Ticket Agent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

<i>Names of Directors of Pennsylvania Company.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
Henry H. Houston,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Samuel M. Felton,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John Price Wetherill,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
William H. Barnes,	Pittsburgh, Pa.

All the figures in this report relating to the business of December are estimated.

For capital stock, debt, and cost, see lessor company's report.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Homewood to New Castle,	14,882 ³ / ₁₀₀₀	14,882 ³ / ₁₀₀₀
Length of single main track,	14,882 ³ / ₁₀₀₀	14,882 ³ / ₁₀₀₀
Aggregate length of main line and branches,	14,882 ³ / ₁₀₀₀	14,882 ³ / ₁₀₀₀
Aggregate length of sidings and other track not above enumerated,	6,445 ⁵ / ₁₀₀₀	6,445 ⁵ / ₁₀₀₀
Aggregate length of main line, branches, leased roads, sidings, and other track,	21,327 ⁷ / ₁₀₀₀	21,327 ⁷ / ₁₀₀₀

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use,	6,445 ⁵ / ₁₀₀₀
Miles of steel rail in use,	14,982 ³ / ₁₀₀₀
Weight of rail per yard, { Iron,	60 pounds.
{ Steel,	60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	9
Wooden bridges, number of, 2; aggregate length,	644 feet.
Stone bridges, number of, 6; aggregate length,	398 feet.
Iron bridges, number of, 1; aggregate length,	19 feet.
Wooden trestles,	None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade in this Commonwealth? Pittsburgh and Lake Erie Railroad, at Mahoningtown, (over grade.)

Stations.

Number of stations on main road: Passenger, 9; freight, 5; total,	9
Number of engine-houses and shops in Pennsylvania, 1; total number entire road,	1
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of roadway, see lessor company's report.	
Value of real estate held by the company, exclusive of roadway in Pennsylvania, see lessor company's report.	
Number of tunnels,	None.

How is track laid and on what foundation? The iron track is laid with common fish plate connections; the steel rail track with double angle bars. Road is ballasted with coarse gravel and furnace cinder.

Equipment.

Operating with equipment furnished by Pennsylvania Company, operating.

What kind of train-brake is in use on your road? Westinghouse automatic air-brake.

Average number of cars in passenger trains, including baggage cars,	3.27
Average number of cars in freight trains,	20.18
Average weight of passenger trains, including locomotive and tender, in working order, exclusive of load,	115 tons.
Average weight of freight trains, including locomotive and tender, in working order, exclusive of load,	252 tons.

Employees.

Average number of persons regularly employed by company, including officials,	231
Same in Pennsylvania,	231

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	39,370
Number of miles run by freight trains,	91,033
Number of through passengers for the year on main road,	None.
Number of passengers (all classes) carried in cars,	129,190
Number of passengers carried one mile,	1,330,168
Number of passengers carried one mile in Pennsylvania,	1,330,168
Number of tons of 2,000 pounds of through freight for the year on main road,	8,757
Number of tons of freight carried one mile,	15,925,528

Number of tons of freight carried one mile in Pennsylvania,	15,925,528
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,325,217
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	7,314	July, 1881,	12,095
February, 1881,	6,871	August, 1881,	11,653
March, 1881,	9,837	September, 1881,	18,748
April, 1881,	9,424	October, 1881,	13,955
May, 1881,	9,227	November, 1881,	9,046
June, 1881,	10,510	December, 1881,	10,510

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Coke,	329,577	Agricultural products,	14,078
Bituminous coal,	353,702	Merchandise and manufactures,	53,738
Petroleum and other oils,	1,475	Live stock,	11,804
Pig iron,	119,059	Lumber,	16,447
Railroad iron,	5,364	Other articles,	26,839
Other iron or castings,	35,426		
Iron and other ores,	192,789	Total,	1,325,217
Stone and lime,	164,969		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class way passengers,	3 cents.
---	----------

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	1.478 cents.
For through coal, per ton per mile,	1.478 cents.
For local freight, per ton per mile,	1.776 cents.
For local coal, per ton per mile,	1.776 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,		\$2,514 77	\$2,514 77
February, 1881,		2,262 73	2,262 73
March, 1881,		3,288 85	3,288 85
April, 1881,		2,990 44	2,990 44
May, 1881,		3,189 42	3,189 42
June, 1881,		3,459 18	3,459 18
July, 1881,		3,983 10	3,983 10
August, 1881,		4,060 65	4,060 65
September, 1881,		4,946 40	4,946 40
October, 1881,		4,320 30	4,320 30
November, 1881,		3,451 19	3,451 19
December, 1881,		3,418 84	3,418 84
Total,		\$41,885 87	\$41,885 87

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$109	60	\$24,140	18	\$24,249	78
February, 1881,	106	01	18,292	38	18,398	39
March, 1881,	214	20	25,500	20	25,714	40
April, 1881,	143	96	24,638	78	24,777	74
May, 1881,	216	80	22,432	73	22,649	53
June, 1881,	199	85	24,109	97	24,309	82
July, 1881,	183	60	26,417	09	26,600	69
August, 1881,	95	41	27,340	76	27,436	17
September, 1881,	184	22	21,640	11	21,824	33
October, 1881,	211	51	22,739	21	22,950	72
November, 1881,	76	12	23,744	25	23,820	37
December, 1881,	200	35	19,612	00	19,812	35
Total,	\$1,941	63	\$290,602	66	\$282,544	29

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1881,	\$114	67	\$338	00	\$35	47	\$488 14
February, 1881,	149	45	312	00	36	14	497 59
March, 1881,	149	46	351	00	38	61	589 07
April, 1881,	149	45	338	00	34	72	522 17
May, 1881,	149	45	338	00	32	27	519 72
June, 1881,	139	44	338	00	39	39	516 83
July, 1881,	149	45	338	00	35	51	522 96
August, 1881,	112	25	351	00	36	37	499 62
September, 1881,	130	83	257	00	37	01	424 84
October, 1881,	130	85	257	00	31	35	419 20
November, 1881,	130	83	257	00	39	59	427 42
December, 1881,	130	83	351	00	37	97	519 80
Total,	\$1,636	96	\$3,826	00	\$434	40	\$5,897 36

Total passenger earnings for the year,	\$41,885	87
Total freight earnings for the year,	282,544	29
Total earnings from all other sources,	5,897	36
Total earnings for the year,	\$330,327	52
Total receipts from all sources on whole length of line,	\$330,327	52
Proportion of earnings in Pennsylvania to earnings of whole line,	330,327	52

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

See lessor company's report.

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$16,461	87
Repairs of bridges,	14,016	27
Repairs of buildings and fixtures,	470	51
All other expenses for maintenance of way,	1,936	37
Total for maintenance of way,	\$32,885	02
Cost per mile of road kept in repair,	\$2,194	97
Proportion for Pennsylvania,	32,885	02

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$6,334	15
Repairs of machinery,	480	10
All other expenses for maintenance of motive power and cars,	4,136	89
Total for maintenance of motive power and cars,	\$10,951	14
Cost per mile of road operated,	\$730	95
Proportion for Pennsylvania,	10,951	14

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . .	\$8,318	37
Salaries, wages, and incidentals chargeable to freight department, . .	30,185	73
Wages of switchmen, signalmen, gatekeepers, and watchmen,	1,827	57
Fuel, number cords of wood, 640; cost,	1,023	94
Fuel, number tons of coal, 6,214; cost,	9,321	09
Oil and waste,	1,627	53
Damages for injuries to persons,	108	38
Damage for loss of goods and baggage,	130	13
Taxes,	2,557	44
Telegraph expenses,	2,209	00
Amount paid other corporations or individuals for use of all other cars, .	12,338	65
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	3,107	63
Total miscellaneous,	\$72,255	46
Amount per mile of road operated,	\$4,822	82
Proportion for Pennsylvania,	72,255	46
Total expenditures for operating the road,	116,091	62
Expenses per mile of road operated,	7,748	74
Expenses per mile of single track operated, not including sidings, . .	7,748	74
Expenses per train mile,	55.26	
Proportion for Pennsylvania,	116,091	62

EARNINGS.

Passenger transportation, local,	\$41,885	87
Freight transportation, local,	\$280,602 66	} Total,
Freight transportation, through,	1,941 63	
Mail service,	1,636	96
Express service,	3,826	00
All other sources of income,	434	40
Total,	\$330,327	52
Operating Expenses.		
Maintenance of way and buildings,	\$32,885 02	
Maintenance of motive power and cars,	10,951 14	
Miscellaneous,	72,255 46	
Total operating expenses, being 35.14 per cent. of earnings,	116,091	62
Net earnings,	\$214,235	90
Earnings per mile of road operated,	\$22,048	29
Expenses per mile of road operated,	7,748	74
Net earnings,	\$14,299	55

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.?
Adams Express Company. Terms: Forty per cent. of gross receipts for general merchandise and money business; seventy per cent. of gross receipts for oyster business. Cars are furnished and kept in repair by Pennsylvania company, operating.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,636 96 per annum.

STOCK AND DIVIDENDS.

See lessor company's report.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,	2	1	3	1	5
Others,	1	4	1	4
Total,	2	2	7	2	9

Statement of each Accident.

January 6. New Castle. R. M. Foster, hand bruised while coupling.

January 10. New Castle. A. French, died from injuries; caught while coupling cars.

January 29. New Castle. Robert and Allen Cameron, drunk, and lay down on track; run over; one's skull and leg broken, the other slightly injured.

March 2. Newport. John Cameron, killed; supposed to have been drunk; train run over him.

March 22. Wampum. A. Downey, leg broken; thrown between two cars; break chain broke.

April 21. Clinton. ——— Zinstine, leg cut off; stealing a ride and fell from train.

May 5. New Castle. H. Hammond, finger smashed while coupling.

June 16. New Castle. D. Sharer, thumb and one finger smashed while coupling.

August 18. New Castle. James Reynolds, slightly injured crossing track; struck by train.

August 19. New Castle. William Jenkins, thumb broken while coupling.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, Thomas D. Messler, vice president, and J. P. Farley, auditor, of the Pennsylvania company operating the New Castle and Beaver Valley railroad, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

THOMAS D. MESSLER, *Vice President.*

J. P. FARLEY, *Auditor.*

Sworn and subscribed before me, this 31st day of January, A. D. 1882.

W. C. BOYLE, *Notary Public.*

REPORT

OF THE

*New Castle and Oil City Railroad Company, for the
year ending December, 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. W. Jones, President,	Philadelphia, Pa.
Joseph R. Trimble, Secretary and Treasurer,	Philadelphia, Pa.
A. Vandivort, General Superintendent,	New Castle, Pa.
William Henderson, Auditor,	New Castle, Pa.

General offices at Philadelphia and New Castle, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Clarence H. Clark,	Philadelphia.
E. A. Rollins,	Philadelphia.
George F. Tyler,	Philadelphia.
Archer N. Martin,	New York.
Foster W. Mitchell,	Oil City, Pa.
William Patterson,	New Castle, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$600,000	00
Capital stock, amount subscribed.*		
Capital stock, amount now paid in.*		
Capital stock, number of shares issued, 12,000		
Capital stock, amount paid in on each share.*		
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due May 1, 1921, bear interest at 6 per cent., which is payable May 1 and November 1, amount,)	\$600,000	00
Total amount now of funded debt,	\$600,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, loans, \$62,900 76		
Debt incurred for any other purpose, temporary loans, 50,000 00		
The amount now of floating debt,	112,900	76
Total amount now of floating and funded debt,	\$712,900	76

COST.

Total cost of entire road to date,	\$1,248,419	66
Average of same per mile of road laid,	\$31,882	56
Total cost of entire equipment,	\$57,300	00
Average cost of equipment per mile of road operated by company,	1,469	23
Cost of road and equipment per mile,	33,351	79

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from New Castle to Stoneboro',	36½	36½
Length of single main track,	36½	36½
Branches.		
Jackson coal branch, from Garvins to } Length of branch,	2½	2½
coal mines, } Length of single track,	2½	2½
Aggregate length of main line and branches,	39	39
Aggregate length of sidings and other track not above enumerated,	3	3
Aggregate length of main line, branches, leased roads, sidings, and other track,	42	42

* The property and franchises of the New Castle and Franklin Railroad Company were sold at a judicial sale, on the 13th day of April, 1881, and the purchasers organized this company. The stock was issued to them for the property so purchased.

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 37

Miles of steel rail in use, 2

Weight of rail per yard, { Iron, 56 lbs.
Steel, 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 8

Wooden bridges, number of, 7; aggregate length, . . . 931 feet.

Stone bridges, None.

Iron bridges, None.

Wooden trestles, number of, 1; aggregate length, . . . 120 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Green, Marquis & Johnston's railroad, at New Castle, Pa.; Shenango and Allegheny railroad, at Mercer, Pa.; Mercer Iron and Coal Company's railroad, near Stoneboro', Pa.

What railroads cross your road, either over or under your grade in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 19; freight, 19; total, 19

Number of stations on branches: Passenger, 1; freight, 1; total, 1

Number of stations on leased roads, None.

Number of engine-houses and shops in Pennsylvania, 2; total number entire road, 2

Number of wood and water stations on main road, . . . 4

Number of wood and water stations on branches, . . . None.

Number of wood and water stations on leased roads, . . None.

Value of real estate held by the company, exclusive of road-way, \$20,000 00

Value of real estate held by the company, exclusive of road-way, in Pennsylvania, 20,000 00

Number of tunnels, None.

How is track laid, and on what foundation? Oak ties, gravel ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	2	
Number of locomotives of more than 20 tons weight,	2	
Number of second-class passenger cars,	2	
Number of freight cars,	48	
Number of caboose cars,	1	

What kind of train-brake is in use on your road? Hand-brake.	
Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	11
Average weight of passenger trains, including locomotive and tender, in working order,	80 tons.
Average weight of freight trains, including locomotive and tender, in working order,	235 tons.

Employees.

Average number of persons regularly employed by company, including officials,	118
Same in Pennsylvania,	118

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains,	30,000
Number of miles run by freight and coal trains,	60,000
Number of through passengers for the year on main road,	5,680
Number of passengers (all classes) carried in cars,	48,844
Number of passengers carried one mile,	799,090
Number of passengers carried one mile in Pennsylvania,	799,090
Number of tons of 2,000 pounds of through freight for the year on main road,	55,824
Number of tons of freight carried one mile,	2,818,036
Number of tons of freight carried one mile in Pennsylvania,	2,818,036
Gross amount of tonnage for the year, (2,000 pounds per ton,)	196,190
Average rate of speed adopted by passenger trains, including stops, (miles per hour,)	22
Average rate of speed adopted by express trains, including stops, (miles per hour,)	22
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	2,512	August, 1881,	5,154
February, 1881,	2,415	September, 1881,	6,586
March, 1881,	3,949	October, 1881,	4,363
April, 1881,	3,647	November, 1881,	3,916
May, 1881,	3,375	December, 1881,	5,455
June, 1881,	2,785		
July, 1881,	4,787	Total,	48,844

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Coke,	192	Agricultural products, flour and	
Bituminous coal,	56,953	grain,	3,043
Petroleum and other oils,	498	Nails and glass,	6,589
Pig iron,	2,334	Live stock,	683
Railroad iron and other iron or cast-		Lumber,	11,279
ings,	16,478	Other articles, switching,	65,680
Iron and other ores,	30,958		
Stone and lime,	1,498	Total,	196,190

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	1.1 cents.
For through coal, per ton per mile,	1 cent.
For local coal, per mile per ton,	1.5 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$355	30	\$1,055	53	\$1,410	83
February, 1881,	309	10	1,047	86	1,356	96
March, 1881,	418	00	1,620	80	2,038	80
April, 1881,	477	40	1,505	77	1,983	17
May, 1881,	446	60	1,355	65	1,802	25
June, 1881,	312	40	1,142	46	1,454	86
July, 1881,	551	40	1,870	04	2,421	44
August, 1881,	693	10	1,894	94	2,588	04
September, 1881,	915	65	2,110	74	3,026	39
October, 1881,	525	65	1,824	96	2,410	61
November, 1881,	455	20	1,666	42	2,121	62
December, 1881,	558	45	2,120	12	2,678	57
Total,	\$6,018	25	\$19,275	29	\$25,293	54

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$1,175	81	\$2,177	06	\$3,352	87
February, 1881,	1,688	40	2,452	78	4,139	18
March, 1881,	1,561	75	3,137	45	4,699	20
April, 1881,	1,151	11	2,284	63	3,435	74
May, 1881,	1,480	73	1,824	21	3,304	94
June, 1881,	1,937	92	3,316	62	5,254	54
July, 1881,	1,480	85	2,199	87	3,680	72
August, 1881,	1,943	42	2,889	17	4,832	59
September, 1881,	2,317	34	3,284	63	5,581	97
October, 1881,	2,198	56	3,130	49	5,329	05
November, 1881,	2,706	03	4,070	60	6,776	63
December, 1881,	2,367	41	4,525	38	6,892	79
Total,	\$22,007	33	\$35,272	89	\$57,280	22

From all other Sources.

MONTHS.	Mail.		Express.		Miscellaneous.		Total.	
January, 1881,	\$130	00	\$26	65	\$141	66	\$298	31
February, 1881, .	130	00	27	07	141	67	299	74
March, 1881, . . .	129	99	23	97	227	51	381	47
April, 1881, . . .	130	00	30	04	141	66	301	70
May, 1881,	130	00	46	53	141	66	318	19
June, 1881,	180	00	37	54	141	66	309	20
July, 1881,	96	65	35	85	141	67	274	17
August, 1881, . . .	130	00	41	22	141	67	312	89
September, 1881,	153	28	41	13	141	66	336	07
October, 1881, . .	137	76	47	88	241	66	427	30
November, 1881, .	137	76	55	72	241	66	485	14
December, 1881, .	137	76	64	02	241	69	443	47
Total,	\$1,573	20	\$477	62	\$2,085	83	\$4,136	65
Total passenger earnings for the year,							\$25,298	54
Total freight earnings for the year,							57,280	23
Total earnings from all other sources,							4,136	65
Total earnings for the year,							\$86,710	41
Total receipts from all sources on whole length of line,							\$86,710	41
Proportion of earnings in Pennsylvania to earnings of whole line, . .							86,710	41

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration and cost of road,	\$1,243,419	66
Locomotives received on purchase of road, number of, 4,	38,000	00
Passenger cars received on purchase of road, number of, 2,	4,000	00
Freight cars received on purchase of road, number of, 49,	15,300	00
Total,	\$1,300,719	66
Proportion for Pennsylvania, All.		0

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$11,533	88
New iron rails, included in another account, number of tons, 600.		
New steel rails, number of tons, 170,	4,413	49
Repairs of bridges,	1,362	71
Repairs of buildings and fixtures,	498	54
Repairs of fences,	50	03
All other expenses for maintenance of way,	504	83
Total for maintenance of way,	\$18,163	48
Cost per mile of road kept in repair, (39,)	\$465	73
Proportion for Pennsylvania,	465	73

NOTE.—The New Castle and Oil City Railroad Company operated this road only from May 1; previous to that date it was the New Castle and Franklin Railroad, "A. Vandivort, Receiver."

The first four months, which were under the receiver, are included in this report, for purposes of comparison, and to complete the year's business.

Earnings and expenses under the receiver, January to April, inclusive, were:

Earnings,	\$23,696 97
Expenses,	23,654 42
Net earnings,	\$42 45

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$3,864	82
Repairs of passenger, baggage, and mail cars,	131	37
Repairs of freight cars,	1,045	05
All other expenses for maintenance of motive power and cars,	88	27
Total for maintenance of motive power and cars,	\$5,129	51
Cost per mile of road operated, (39,)	\$181	53
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$17,386	26
Salaries, wages, and incidentals chargeable to freight department,	362	65
Wages of switchmen, signalmen, gatekeepers, and watchmen,		
Fuel—wood,	3,466	19
Fuel—coal,		
Oil and waste,	781	04
Damage for loss of goods and baggage,	83	71
Taxes,	589	69
Insurance,	287	55
Amount paid other corporations or individuals for use of all other cars,	2,496	26
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	10,546	63
Total miscellaneous,	\$35,949	98
Amount per mile of road operated, (39,)	\$921	79
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	59,242	97
Total charged to road and equipment,	1,300,719	66
Expenses per mile of road operated, (39,)	1,519	05
Expenses per mile of single track operated, not including sidings,	1,519	05

EARNINGS.

Passenger transportation, local,	\$19,275 29	} Total,	\$25,293	54
Passenger transportation, through,	6,018 25			
Freight transportation, local,	\$35,272 89	} Total	57,280	22
Freight transportation, through,	22,007 33			
Mail service,			1,573	20
Express service,			477	62
Rents,			1,999	98
All other sources of income,			85	85
Total,			\$36,710	41
Operating Expenses.				
Maintenance of way and buildings,	\$18,163 48			
Maintenance of motive power and cars,	5,129 51			
Miscellaneous,	85,949 98			
Total operating expenses, being 68.32 per cent. of earnings,			59,242	97
Net earnings,			\$27,467	44
Earnings per mile of road operated,			\$2,233	84
Expenses per mile of road operated,			1,519	05
Net earnings,			\$704	29

BALANCE SHEET, DECEMBER 31, 1881.

DR.		
Cost of road,	\$1,248,419	66
Cost of equipment,	57,300	00
Materials on hand,	15,000	00
Real estate owned by the company,	20,547	42
Balance in hands of agents,	1,629	58
Due from individuals and companies,	4,769	26
Cash on hand,	26,713	78
	\$1,369,379	65
CR.		
Common stock,	\$150,000	00
Preferred stock,	450,000	00
First mortgage bonds,	600,000	00
Unfunded debt,	112,900	78
Unpaid vouchers and pay rolls,	8,008	89
Due other railroads,	6,050	11
Renewal account,	15,000	00
Balance to credit, profit, and loss,	27,424	89
	\$1,369,379	65

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Union Express Company, fifty per cent. over first-class freight tariff.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government

for the transportation of its mails, and on what terms of service? \$1,653 19 per annum, commencing July 1, 1881.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	\$450,000 00
Amount of common stock now outstanding,	\$150,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	2	. . . . .	. . . . .	. . . . .	2
Others,	1	1	1	1
Total,		2	1	1	1	3

Statement of each Accident.

Michael McNulty, a laborer, found on side of track, one mile south of Mercer; was injured by being run over by a freight train, on the night of July 12, 1881; had leg amputated; survived.

July 15. James Stevens, brakeman, had hand slightly injured coupling.

September 24. Henry Penrose, brakeman, was thrown from a flat car and had bone broken in left hand.

December 15. John Kane, a farmer at East Brook station, while driving his cattle off track near his farm, was struck by passenger train No. 2; had his neck dislocated and right leg crushed; died in about three hours after accident.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, J. W. Jones, president, and Joseph R. Trimble, treasurer, of the New Castle and Oil City Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full,

and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. W. JONES, *President.*

JOSEPH R. TRIMBLE, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1882.

JOHN A. GLENN, *Notary Public.*

R E P O R T

OF THE

Newry Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Joseph Fichtner, President,	Newry, Pa.
Alexander Knox, Secretary,	Newry, Pa.
Francis McCoy, Treasurer,	Newry, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Alexander Knox,	Newry, Pa.
Francis McCoy,	Newry, Pa.
David Cassidy,	Newry, Pa.
James Stevons,	Newry, Pa.
James Conrad,	Newry, Pa.
Adam Hoover,	Newry, Pa.
William Smith,	Hollidaysburg, Pa.
John Musselman,	Duncansville, Pa.
Daniel M. Bare,	Roaring Spring, Pa.
John Hoover,	Newry, Pa.
Henry McIntosh,	Newry, Pa.
Rev. James Bradley,	Newry, Pa.

CAPITAL STOCK.

Capital stock authorized by law, (with power to increase,) . . .	\$15,000	00
Capital stock authorized by votes of company: No definite amount fixed by vote of company.		
Capital stock, amount subscribed, (stock issued,)	11,925	00
Capital stock, total amount now paid in,	11,925	00
Capital stock, number of shares issued,	477	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction or purchase of property, (exclusive of interest.) Don't know exact amount of interest on debt,	\$10,810 06	
The amount now of floating debt,	\$10,810	06
Total amount now of floating debt, (exclusive of interest,) . . .	\$10,810	06
Floating debt as per last report.	\$10,810 06	
Total cash realized from capital stock and debt, about	\$12,763	65

COST.

Total cost of entire road to date, (including real estate,) about	\$23,573	71
Average of same per mile of road laid,	\$23,573	71
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of entire equipment: This company owns no equipment.		
Proportion of same to Pennsylvania, All in Pennsylvania.		
Cost of road and equipment per mile, (no equipment,) cost of road about	\$23,573	71
Proportion of same for Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from the point connecting with railroad of Pennsylvania Railroad Company, formerly Portage railroad, to Newry,	1	1
Length of single main track,	1	1
Aggregate length of main line,	1	1
Aggregate length of sidings and other track not above enumerated, sidings about	$\frac{378}{5276}$	$\frac{378}{5276}$
Aggregate length of main line and sidings,	$\frac{1378}{5276}$	$\frac{1378}{5276}$

Gauge.

What is the gauge of your lines? about 4 ft. 8½ inches.

Track.

Miles of iron rail in use, exclusive of sidings, 1
 Miles of steel rail in use, None.
 Weight of rail per yard, iron, about 45 pounds.

Bridges and Trestles.

Number of trestles on whole line, 1
 Wooden bridges, number of, None.

Stone bridges, number of,	None.
Iron bridges, number of,	None.
Wooden trestles, number of, 1; aggregate length, . . .	Don't know.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight,	1
Number of stations on branches, passenger and freight, .	None.
Number of stations on leased roads, passenger and freight,	None.
Number of engine-houses and shops in Pennsylvania, . .	None.
Number of wood and water stations on main road, . . .	None.
Number of wood and water stations on branches, . . .	None.
Number of wood and water stations on leased roads,	None.
Value of real estate held by the company, exclusive of roadway, about	\$393 25
Value of real estate held by the company, exclusive of roadway in Pennsylvania, about	393 25
Number of tunnels,	None.

How is track laid, and on what foundation? On cross-ties, resting partly on broken stone and partly on cinder and gravel ballast.

Equipment.

This company owns no equipment.

Employees.

This company has no employes.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company runs on road. Don't know on what terms, conditions, rates, etc.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and, if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No sleeping or dining-room cars run on the Newry railroad.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Don't know.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
---	-------

Amount of common stock now outstanding: 477 shares, at \$25 per share,	\$11,925 00
Amount of stock issued as stock dividends, and date of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

The lease under which the Pennsylvania Railroad Company operated the Newry railroad, up to the 2d day of August, 1879, was canceled and annulled, by mutual consent, by an instrument of writing, dated August 8, 1879, as of and from and after the said 2d day of August, 1879.

Since the cancellation of the said lease, the Pennsylvania Railroad Company has, and now is, operating the Newry railroad for the gross receipts thereof.

No permanent and definite arrangements have, as yet, been consummated for the future operation of the road.

All interrogatories not answered in this report, we have no doubt, will be answered by the Pennsylvania Railroad Company.

STATE OF PENNSYLVANIA, } ss:
County of Blair, }

Personally appeared before me, Joseph Fichtner, president, and Francis McCoy, treasurer, of the Newry Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

JOSEPH FICHTNER, *President.*

FRANK McCOY, *Treasurer.*

Sworn and subscribed before me, this 4th day of January, A. D. 1882.

JAMES CONRAD, *Justice of the Peace.*

R E P O R T

OF THE

*New York, Chicago and St. Louis Railway Company,
for the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Columbus R. Cummings, President,	Chicago, Ill.
Calvin S. Brice, Vice President,	Lima, Ohio.
Benjamin G. Mitchell, Secretary and Treasurer,	New York City, N. Y.
C. S. Brice and H. L. Terrell, General Solicitors,	Cleveland, Ohio.
J. A. Latcha, Chief Engineer,	Cleveland, Ohio.
Lewis Williams, General Manager,	Cleveland, Ohio.

General offices at Cleveland, Ohio.

<i>Names of Directors.</i>	<i>Residences.</i>
Columbus R. Cummings,	Chicago, Ill.
Calvin S. Brice,	Lima, Ohio.
Samuel Thomas,	Columbus, Ohio.
Charles Foster,	Columbus, Ohio.
Dan P. Eells,	Cleveland, Ohio.
George I. Sen-y,	Brooklyn, N. Y.
John T. Martin,	Brooklyn, N. Y.
Edward H. R. Lyman,	Brooklyn, N. Y.
Alexander M. White,	Brooklyn, N. Y.
Walston H. Brown,	New York City, N. Y.
William Fleming,	Fort Wayne, Ind.

CAPITAL STOCK.

Capital stock authorized by law,	\$35,000,000	00
Capital stock, amount subscribed,	35,000,000	00
Capital stock, total amount now paid in,	35,000,000	00
Capital stock, number of shares issued,	850,000	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Buffalo to Chicago,	521½	43.79
Length of double main track,	30	
Aggregate length of main line and branches,	521½	43.79
Aggregate length of sidings and other track not above enumerated,	30	
Length of track laid, if not completed,	275	

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Weight of rail per yard, steel, 60 lbs.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Erie and Pittsburgh railroad, at Girard, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth? Philadelphia and Erie railroad, at Erie, (under.)

In reference to the inquiries made herein, from pages five to fourteen inclusive, it can at present only be said that this road is now in process of construction, under a contract with contractors, who are to build the whole line and turn it over to the company when finished; that no part of the road is yet in operation.

STATE OF NEW YORK,) ss:
County of New York,)

Personally appeared before me, Calvin S. Brice, vice president, and Benjamin G. Mitchell, treasurer, of the New York, Chicago, and St. Louis Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

CALVIN S. BRICE, *Vice President.*

BENJAMIN G. MITCHELL, *Treasurer.*

Sworn and subscribed before me, this 21st day of January, A. D. 1882.

THEODORE KIENDL,
Notary Public Kings county.

REPORT

OF THE

*New York, Lake Erie and Western Railroad Company,
for the year ending September 30, 1881.*

STOCK AND DEBT.

Average rate per annum of interest on funded debt, . . . 6.2
Number of stockholders, October 29, 1881, 1,118

CAPITAL STOCK.

The capital stock of this company, fixed by its certificate of incorporation, is as follows:			
Common stock,	\$78,000,000 00		
Preferred stock,	8,536,900 00	\$86,536,900	00
Under the plan of re-organization, forming part of its certificate of incorporation, the "capital stock" of this company was to be issued in exchange at par, for stocks of the Erie Railway Company, upon the payment of certain specified assessments. These assessments have been paid upon the following amounts of stock, viz:			
Common stock,	\$77,083,800 00		
Preferred stock,	8,156,725 00	\$85,240,525	00
Of this there has been issued in exchange for stock of the Erie Railway Company:			
Common stock,	\$76,448,100 00		
Preferred stock,	7,632,200 00	\$84,075,300	00
There is still held awaiting such exchange:			
Common stock,	\$640,700 00		
Preferred stock,	524,525 00	1,165,225	00
Stock issued pursuant to the articles of incorporation:		\$85,240,525	00
Common stock,		500,000	00
Stock unissued, and held for disposition pursuant to articles of association:			
Common stock,	\$416,200 00		
Preferred stock,	880,175 00	796,875	00
Total amount authorized,		\$86,536,900	00

STATEMENT OF FUNDED DEBT.

This company owns and now holds the road and franchises of the Erie Railway Company, subject to mortgages, as follows, viz:				
First mortgage bonds, mature May 1, 1897,	\$2,482,000	00		
Second mortgage bonds, (extended,) mature September 1, 1919,	2,150,000	00		
Third mortgage bonds, mature March 1, 1883,	4,852,000	00		
Fourth mortgage bonds, (extended,) mature October 1, 1920,	\$2,937,000	00		
Less paid off during the year,	11,000	00		
	2,926,000	00		
Fifth mortgage bonds, mature June 1, 1888,	709,500	00		
Buffalo branch mortgage bonds, mature July 1, 1891,	182,600	00		
Consolidated mortgage bonds, mature September 1, 1920,	16,656,000	00		
	\$29,958,100	00		
Which mortgage debts are included by this company in this statement of its funded debt, for reasons which appear above.				
Pursuant to its certificate of incorporation, this company has created a funded debt, as follows, viz:				
First consolidated funded coupons bonds, mature September 1, 1920, (as far as ascertained,)	\$3,702,157	20		
Second consolidated mortgage bonds, mature December 1, 1909, (authorized issue, \$25,000,000,)	24,400,000	00		
Second consolidated funded coupon bonds, mature December 1, 1909,	8,597,400	00		
Income bonds, mature June 1, 1977,	505,008	75		
	37,207,565	95		
Total,	\$37,165,665	95		

COST OF ROAD AND EQUIPMENT.

	Amount at last report.		Amount since charged.		Amount by this report.	
Grading and masonry,	\$63,674	88	\$45,343	78	\$109,018	61
Bridges,	23,670	12	19,281	27	42,901	39
Superstructure including iron and steel,	445,133	19	248,478	76	693,611	95
Passenger and freight stations, buildings, and fixtures,	143,804	98	58,372	07	202,177	05
Engine and car-houses, machine-shops, machinery, and fixtures,	247,162	18	174,823	27	421,985	40
Land, land damages, and fences,	160,851	99	247,747	59	408,099	58
Engineering and agencies,	15,874	53	11,068	62	26,943	15
Second track,	1,527,909	90	297,546	77	1,825,456	67
Locomotives and fixtures and snow plows,	351,069	96	1,895	12	352,965	08
Passenger and baggage cars,	46,489	48	14,535	88	61,025	36
Freight and other cars,	26,096	11	39,309	53	65,405	64
Incidentals,	1,818	86	5,272	44	7,091	30
Any other items entering into the cost or value, as follows:						
Third rail,	1,470,926	08	\$44,598	63	1,426,327	40
Telegraph,	15,864	75	1,024	93	16,889	68
Water transportation, New York harbor, &c.,	95,139	89	89,433	12	184,573	01
Elevator at Buffalo,	211,367	16			211,367	16
Ship-basin and docks, Jersey City,	209,761	40	1,212	92	210,974	32
Coal pockets, Buffalo,	43,243	12			43,243	12
Narrowing gauge of road,	28,780	49	22,337	19	51,117	68
Narrowing gauge of cars,	99,807	72	80,936	70	180,744	42
Narrowing gauge of locomotives,	23,777	56	217,679	23	241,356	79
Lehigh docks, Buffalo,	92,851	07	83,862	65	126,713	72
Blake's docks, Buffalo,			89,865	98	89,865	96
Improvements at East Buffalo,			213,759	66	213,759	66
Total,	\$5,344,575	32	\$1,869,038	80	\$7,213,614	12

* Credit.

The total "cost of road and equipment" cannot as yet be ascertained and reported. The above statement includes only the cost of improvements made by this company, to the 30th of September, 1881, chargeable to this account.

Side and third track,	\$293,822	49
Bridges,	19,231	27
Engine-houses, machine shops, and machinery for same, at Hornellsville, Bergen, Dunkirk, &c.,	174,823	27
Real estate and right of way at Jersey City, Buffalo, Binghamton, Rochester, etc.,	247,747	59
Air-brakes, "passenger cars,"	14,535	88
Air-brakes, locomotives,	1,895	12
Freight cars,	39,309	53
Engineers' salaries,	11,068	62
Second track,	297,546	77
New ferry at Newburgh,	6,300	00
Miscellaneous,	6,272	44
Stations and warehouses at Buffalo, Hornellsville, etc.,	52,072	07

CHARACTERISTICS OF ROAD.

	Length in this State.	Length out of this State.	Total length.
* Main line of road, from Jersey City to Dunkirk, . .	387.792	72.237	460.029
Main line laid,	387.792	72.237	460.029
Branches owned, (built,)	96.548		96.548
Lines leased (built) or operated,	333.672	130.123	463.795
Total main line, (laid,) branches owned, and lines leased or operated,	818.012	202.360	1,020.373
Second track on main line,	258.627	72.237	330.864
Second track on branches owned or lines leased or operated,	86.414	11.441	97.855
Total second track,	345.041	83.678	428.719
Third rail on main line, reduced to equivalent track, .	260.889	72.237	333.126
Third rail on main line side track, reduced to equivalent track,	61.188	40.582	101.720
Third rail on branches owned, or on lines leased or operated,	5.641	14.971	20.612
Third rail on side tracks or branches,	22.165	8.454	30.619
Total third rail,	349.633	136.244	485.877
Sidings and turn-outs on main line,	183.313	82.715	266.028
Sidings and turn-outs on branches owned and on lines leased or operated,	167.068	46.530	213.598
Total sidings,	350.381	129.245	479.636
Aggregate of all tracks on main line, branches owned and lines leased or operated, including all sidings and turn-outs,	1,863.267	551.527	2,414.794

*The main line of road of the New York and Erie Railroad Company, as designated in its charter, extended from Piermont to Dunkirk. Subsequently, by lease of the Union railroad, the Paterson and Ramapo railroad, the Paterson and Hudson River railroad, and the Long Dock Company, the New York and Erie Railroad Company acquired a line of road from Sufferns, a point on its original main line, to Long Dock, Jersey City, opposite the city of New York, a distance of 30.885 miles.

The Erie Railway Company, the successor of the New York and Erie Railroad Company, operated as its main line the road from Dunkirk, by way of Sufferns, to Jersey City, and has all times so reported in its annual reports to the State Engineer and Surveyor since 1863.

The same conditions obtain in the use and operation of the road by the present company as the successor of the Erie Railway Company, and the main line of road is stated as extending from Jersey City to Dunkirk, accordingly; the portion of the original main line, from Suffern to Piermont, a distance of 18.73 miles, being reported as a branch.

List of Branches owned, leased, and operated.

NAME OF ROAD.	TERMINI.		LENGTH.		LENGTH OF DOUBLE TRACK, INCLUDING SIDINGS AND TURNOUTS.		State if owned, leased or operated.
	From	To	Total miles.	Miles in New York.	Total miles.	Miles in New York.	
Piermont branch,	Sniffers,	Piermont,	17,970	17,970	5,702	5,702	Owned.
Newburgh branch,	Greycourt,	Newburgh,	18,780	18,780	10,168	10,168	Owned.
Buffalo branch,	Hornellville,	Athica,	59,848	59,848	66,801	66,801	Owned.
Weehawken branch,	Bergen Tunnel,	Oak Cliff,	5,105	5,105	11,045	11,045	Operated.
Northern railroad of New Jersey,	Bergen Junction,	Sparkill,	21,288	1,441	4,122	1,441	Operated.
Nyack and Northern railroad,	Sparkill,	Nyack,	4,378	4,378	1,274	1,274	Operated.
Newark and Hudson railroad,	Bergen Junction,	Newark,	5,418	4,257	4,542	4,542	Operated.
Erie International railroad,	Main street, Buffalo,	International Bridge,	4,257	4,257	4,257	4,257	Operated.
Paterson and Newark railroad,	Paterson,	Newark,	10,908	10,908	2,708	2,708	Leased.
Newburgh and New York railroad,	Greenwood Junction,	Vall's Gate,	12,880	12,880	1,694	1,694	Leased.
Montgomery and Erie railroad,	Goshen,	Montgomery,	10,220	10,220	1,827	1,827	Leased.
Bergen County railroad,	Rutherford,	Pine Island,	10,000	11,650	19,000	19,000	Leased.
Goshen and Weehawken railroad,	Goshen,	Hawley,	11,650	11,650	1,828	1,828	Leased.
Hawley branch,	Lackawaxen,	Hawley,	15,418	15,418	19,698	19,698	Leased.
Honesdale branch,	Hawley,	Honesdale,	8,133	8,133	9,302	9,302	Leased.
Jefferson branch,	Laurelboro',	Carbondale,	26,036	26,036	13,385	13,385	Leased.
Buffalo, Bradford, and Pittsburgh railroad,	Carrollton,	Glensville,	25,780	7,806	8,629	2,270	Leased.
Buffalo, New York, and Erie railroad,	Painted Post,	Buffalo,	139,931	139,931	130,764	130,764	Leased.
Suspension Bridge and Erie Junction railroad,	East Buffalo,	Suspension Bridge,	22,277	22,277	11,819	11,819	Leased.
Lockport and Buffalo railroad,	Tonawanda,	Lockport,	12,880	12,880	1,250	1,250	Leased.
Buffalo and Southwestern railroad,	Buffalo,	Jamestown,	66,800	66,800	10,122	10,122	Leased.
Rochester and Genesee Valley railroad,	Avon,	Rochester,	13,231	13,231	6,785	6,785	Leased.
Avon, Genesee, and Mt. Morris railroad,	Avon,	Mt. Morris,	17,561	17,561	1,956	1,956	Leased.
Total,			680,343	430,220	302,685	270,251	

Gauge of track, 43.634 miles, 6 feet; 616.973 miles, 4 feet 8½ inches; 359.765 miles, (three rails,) 6 feet, and 4 feet 8½ inches.

Miles of steel rails (reduced to single track) in main line,	1,118
Same in branches owned, and lines leased or operated—	
miles,	346
Weight per yard of steel rails in main line, pounds, . . .	63
Weight per yard of iron rails in main line, pounds, . . .	65
Weight per yard of steel rails in branches, pounds, . . .	56 to 63
Weight per yard of iron rails in branches, pounds, . . .	60 to 65
Length in feet of iron bridges on all lines,	17,923
Length in feet of wooden bridges on all lines,	5,554
Length in feet of pile or trestle work in wood on all lines,	15,937
Miles of telegraph wire owned and operated,	2,150
Number of miles of road built, with track laid on main line,	
and on branches owned, leased or operated, opened for	
business during the year ending September 30, 1881, . .	10

Equipment.

Number of locomotive engines for passenger service, . . .	115
Number of locomotive engines for freight service,	319
Number of locomotive engines for switching service, . . .	110
Total number of locomotive engines owned,	544
Average weight (with tender, and fuel and water) of	
each kind of locomotive engines, viz :	
Passenger engines, tons,	65
Freight engines, tons,	75
Switching engines, tons,	35
Number of engine-houses,	36
Aggregate number of stalls in same,	329
Number of first-class passenger cars,	225
Number of second-class and emigrant passenger cars, . .	78
Number of baggage, mail, and express cars,	102

	With 8 wheels.	With 4 wheels.
Number of freight and other cars owned, namely:		
Box freight,	12,209	
Platform or flat,	2,643	
Cattle,	1,216	
Oil,	261	
Coal,	5,991	1,360
Service, (gravel,)	50	
Other kinds, viz:		
Caboose,	51	177
Derrick and coal,	31	
Officers' cars,	3	
Pay cars,	2	
Total number of freight and other cars,	22,457	1,537
Number of locomotive engines controlled by the corporation for use, but leased instead of owned,		
		66
Number of freight cars controlled by the corporation for use, but leased instead of owned,		
		12,807

MISCELLANEOUS.

Number of machine and car shops,	17
Number of elevators or grain-houses,	2
Aggregate capacity of same in bushels,	2,000,000
Number of freight or cattle yards, of two acres or more in area,	34
Aggregate area of same in acres,	565.81
Miles of track laid in same,	240.44
Average number of persons directly employed by the company during the year,	15,980
Aggregate amount of salaries and wages paid to same for the year,	\$8,312,587 69

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains,	3,476,629
Number of miles run by freight trains,	9,112,086
Number of passengers (all classes) carried in cars,	6,144,158
Number of tons of 2,000 pounds of freight carried in cars,	11,086,823
Number of miles traveled by passengers, or number of passengers carried one mile, ("total movement of passengers,")	200,483,790
Number of miles one ton of freight was carried, or number of tons carried one mile, ("total movement of freight,")	1,984,394,855
Average rate of speed (miles per hour) adopted by ordinary passenger trains, including stops,	20 to 22
Rate of speed of same when in motion,	26 to 30

Average rate of speed adopted by express passenger trains, including stops,	26 to 30
Rate of speed of same when in motion,	30 to 40
Average rate of speed adopted by freight trains, including stops,	10
Rate of speed of same when in motion,	15

Description of Freight Moved.

	Tons.
Products of the forest,	505,983
Products of animals,	538,595
Vegetable food,	1,800,403
Other agricultural products,	366,358
Manufactures,	585,145
Merchandise,	528,549
Other articles,	6,761,790
Total number of tons,	11,086,823

Amounts Moved of Certain Specified Articles included in Foregoing Description.

	Tons.
Flour,	424,084
Grain,	1,274,196
Live stock,	193,232
Fresh or pickled meats and provisions,	218,103
Petroleum and other oils,	819,400
Lumber,	829,878
Pig and bar iron and steel, and iron and steel rails,	213,703
Iron and other ores,	97,318
Coal,	5,518,850

Direction and Destination of Freight moved.

The division of through and way freight is not kept so as to show what we understand is meant by this form.

Destination of Passengers carried.

Number of through passengers,	173,894
Number of way passengers,	5,970,264

Average rate charged per Ton per Mile carried.

Neither the rates nor weights have been kept by classes,
and we cannot answer.

General average of through and way,805
---	------

Average Rate charged for Passengers per Mile.

	Rate on through.	Rate on way.
For first-class, . . . . .	.01 ⁵³ / ₁₀₀	.02 ³³ / ₁₀₀
For emigrants and second class, . . . . .	.01 ⁴³ / ₁₀₀	.01 ⁵³ / ₁₀₀
Average for all classes, . . . . .	.01 ⁵⁸ / ₁₀₀	.02 ⁷⁸ / ₁₀₀
General average for through and way, . . . . .	.02	.016

Expenses of maintaining the Road and Real Estate.

	ALLOTTED TO				TOTAL.	
	Passenger Transportation.		Freight Transportation.			
Repairs of road bed and railway, other than cost of rails,	\$298,227	78	\$909,140	29	\$1,207,368	07
Repairs of bridges,	35,479	62	106,488	85	141,918	47
Repairs of telegraph lines,	3,493	52	10,480	58	13,974	10
Cost of rails used in repairs,	67,779	32	203,337	97	271,117	29
Repairs of buildings,	71,632	64	148,958	75	220,591	39
Repairs of fences and gates,	8,778	98	26,336	93	35,115	94
Taxes on real estate,	70,998	13	216,315	26	287,313	39
Superintendents and supervisors,	21,521	46	64,632	83	86,154	29
Total expenses of maintaining road and real estate,	\$577,911	45	\$1,685,641	49	\$2,263,552	94
Tons of steel rails used in repairs,					9,899	
Length of same, (miles and fractions,)					101.94	
Tons of iron rails used in repairs,					337	
Length of same, (miles and fractions,)					3.47	

Expenses of Repairs of Machinery and Cars.

	ALLOTTED TO				TOTAL.	
	Passenger Transportation.		Freight Transportation.			
Repairs of engines and tenders, . . .	\$129,621	77	\$500,559	66	\$630,181	43
Repairs of cars,	* 297,928	65	† 811,794	12	1,109,722	77
Repairs of tools and machinery in shops,	20,373	32	61,119	95	81,493	27
Incidental expenses, including oil, fuel, clerks, watchmen, and other expenses about shops,	96,572	92	289,718	75	386,291	67
Total expenses of repairs of ma- chinery and cars,	\$544,496	66	\$1,663,192	48	\$2,207,689	14

* Repairs of passenger and baggage cars.

† Repairs of freight cars.

Expenses of Operating the Road.

	ALLOTTED TO				TOTAL.	
	Passenger Transportation.		Freight Transportation.			
Office expenses, stationery, and other expenses about (general) office, .	\$96,304	16	\$272,034	23	\$368,338	39
Agents and clerks, .	323,033	69	843,597	64	1,166,631	33
Labor in loading and unloading freight,			1,870,796	23	1,870,796	23
Porters, watchmen, flagmen, and switchmen,	77,475	16	371,602	19	449,077	35
Fuel and water station attendance, .	18,821	82	56,465	48	75,287	30
Conductors, baggagemen, and brakemen,	300,766	22	971,283	78	1,272,050	00
Enginemen and firemen,	231,183	20	859,627	68	1,090,810	88
Fuel, coal and labor in preparing for use,	236,005	03	1,173,436	61	1,409,441	64
Oil and other lubricants and waste, .	40,605	82	146,691	53	187,297	35
Loss and damage of goods and baggage,	131	60	41,363	24	41,494	84
Damages for injuries of persons, . .	487	43	10,427	25	10,914	68
Damages to property, including damages by fire, and cattle killed on road,	14,054	18	26,321	44	40,375	62
General superintendence, or salaries of general officers,	35,291	83	105,875	52	141,167	35
Hire of cars,	94,376	81			94,376	81
All other items,	160,021	26	407,906	95	567,927	21
Total expenses of operating the road,	\$1,627,558	21	\$7,157,429	77	\$8,784,987	98

Amounts paid for Certain Specific Purposes included in foregoing.

Stationery and printing,	\$4,110	37
Advertising,	24,841	16
Legal expenses and counsel fees, . .	45,017	47
Insurance,	61,310	24
Rents,	58,846	13
Tolls,	520	18
Contributions and subscriptions.*		
Clerks,	14,170	87
Incidentals,	51,743	71
Snow and ice removing,	92,611	28
Piers, rent of,	81,183	84
Barges, manning, etc., passenger, .	5,565	14
Train service,	1,824	00
Telegraph operators, etc.,	123,504	99
Mail expenses,	2,648	83

* "Contributions and subscriptions," these, aggregating about \$2,300, are included in the item of "Incidentals," below.

Transportation Expenses for the Year.

	ALLOTTED TO.				TOTAL.	
	Passenger Transportation.		Freight Transportation.			
Expenses of maintaining road and real estate,	\$577,911	45	\$1,685,641	49	\$2,263,552	94
Expenses of repairs of machinery and cars,	544,496	66	1,663,192	48	2,207,689	14
Expenses of operating the road, . .	1,627,558	21	7,157,429	77	8,784,987	98
Total transportation expenses,	\$2,749,966	32	\$10,506,263	74	\$13,256,230	06

RESULT OF THE BUSINESS OF THE YEAR.

Earnings.

From passengers,	\$4,041,267	03
From freight,	15,979,576	61
From express,	384,346	42
From mails,	167,459	56
From rents,	41,464	66
From other sources, as follows:		
From miscellaneous,	85,792	05
From car service, freight, (balance,)	12,698	85
	\$20,715,605	18
From Pavonia ferries,	\$267,480 00	
From Pavonia Horse railroad,	22,853 20	
From New York, Lake Erie and Western Railroad Company's Baggage express,	66,755 45	
From Weehawken docks,	55,362 99	
From Grand Opera House, and Twenty-third street properties, rents,	50,012 90	
From unclaimed baggage and freight department, receipts,	4,048 68	
From Brooklyn annex,	18,088 93	
From New York, Lake Erie and Western elevator, Buffalo,	119,530 64	
From Blake's docks, Buffalo,	3,624 69	
	607,757	48
From interest on securities,	235,962	24
From sterling exchange,	586	24
Total earnings,	\$21,559,911	14

Charges against Earnings.

Transportation expenses,	\$18,256 230	06
Accrued interest on funded debt, (approximated,)*	4,148,745	50
Interest on Long Dook Company's bonds,	210,000	00
Guaranteed interest, other than the interest on the bonds of the Company,	88,914	30
Weehawken docks, interest,	64,453	24
Interest on loans,	56,642	23
Interest on real estate, mortgages, &c.,	33,657	61
Interest on equipment,	298,064	65
Rentals of leased lines,	639,802	88
Suspension bridge and Erie Junction railroad bridge, rent,	\$70,000 00	
Less thirty per cent. of earnings,	52,098 88	
	17,901	62
Paterson and Newark railroad, rent,	\$35,000 00	
Less thirty-five per cent. of earnings,	30,702 28	
	4,297	72
Pavonia ferries, expenses,	\$249,643 88	
Pavonia Horse railroad, expenses,	23,735 54	
New York, Lake Erie and Western Railroad Baggage Express, expenses,	66,010 94	
Weehawken docks, expenses,	15,379 80	
Unclaimed baggage and freight department, expenses,	5,520 56	
Grand Opera House, and Twenty-third street properties, expenses,	50,447 87	
Brooklyn annex, expenses,	31,607 75	
New York, Lake Erie and Western elevator, Buffalo, expenses,	81,599 50	
Blake's docks, Buffalo, expenses,	27,858 04	
	551,808	88
Pavonia Horse railroad, interest on bonds,	10,237	50
London office, expenses,	6,335	02
Taxes, State of New York, on gross earnings and capital stock,	98,758	11
Taxes, State of Pennsylvania, on gross earnings,	15,556	38
Taxes, State of New Jersey, on cost of road and equipment,	24,334	33
Expenses countersigning bonds,	843	00
Commissions and expenses extending New York and Erie railroad fourth mortgage bonds,	275	00
Claims prior to October 1, 1880,	96,314	16
Rent and expenses of stock-yards,	3,326	26
Total charges against earnings,	\$19,672,493	40
Resulting surplus for the year,	\$1,887,417	74

* The exact figures cannot be given, as the amount of the funded debt itself is not yet ascertained. (See statement.)

Rentals of Leased Lines.

Paterson and Hudson railroad, annual rental,	\$48,400	00
Paterson and Ramapo railroad, annual rental,	30,000	00
Hoboken Land and Improvement Company, rental,	4,690	83
Newburgh and New York Railroad Company, 7 per cent. on \$250,000 bonds,	17,500	00
Buffalo, New York and Erie Railroad Company:		
Organization expenses,	\$5,000	00
Seven per cent. on \$950,000 stock,	88,500	00
Seven per cent. on \$2,380,000 bonds,	166,600	00
	238,100	00
Montgomery and Erie railroad,	22,000	00
Goshen and Deckertown railroad,	21,500	00
Hawley Branch,	30,000	00
Honedale Branch, 7 per cent. on \$300,000 bonds of Jefferson Railroad Company,	21,000	00
Jefferson Branch, 7 per cent. on \$2,000,000 bonds,	140,000	00
Rochester and Genesee Valley railroad:		
Six per cent. on \$555,200 stock,	\$33,312	00
Organization expenses,	700	00
	34,012	00
Avon, Genesee and Mount Morris railroad:		
Six per cent. on \$225,000 stock,	\$13,500	00
Seven per cent. on \$20,000 bonds,	1,400	00
Organization expenses,	100	00
	15,000	00
Buffalo, Bradford and Pittsburgh railroad, 7 per cent. on \$580,000 bonds,	40,600	00
Lookport and Buffalo railway,	21,000	00
Bergen County railroad, six months' interest, at 6 per cent., on \$200,000 bonds,	6,000	00
	\$689,802	83

CONDENSED BALANCE SHEET, SEPTEMBER 30, 1890, AND SEPTEMBER 30, 1891.

DR.

ACCOUNTS.	1890.	1891.	Increase.		Decrease.	
Construction, main line,	\$1,306,472	\$2,310,657	\$1,032,185	19	\$44,598	63
Third rail, general account,	263,496	215,898	415,075	76		
Equipment,	850,986	766,861	238,915	59		
Real estate,	148,472	387,388				
Amounts expended out of special fund for—						
Third rail,	1,207,429	1,207,429	32,756	89		
Second track,	1,034,297	1,067,058	2,942	40		
Third track,		2,942	1,507	55		
Grading,		1,507	6,137	00		
Real estate,		6,127	2,250	00		
Right of way,		2,250				
Improvements at Buffalo,	141,504	141,504				
Engine-house at Bergen,	36,556	36,556	56,998	00		
Equipment,	339,890	393,310				
Elevator at Buffalo,	203,973	203,973				
Ship basin and docks, Jersey City,	98,938	93,938	2,688	50		
Erie International railway,		2,683	98,418	36		
Miscellaneous,	29,999	29,999				
Construction, branch lines,	158,611	257,039				
Elevator at Buffalo, general account,	7,894	7,894				
Ship basin and docks, Jersey City, general account,	110,822	112,035	1,212	92		
Lehigh docks, Buffalo,	92,851	126,713	33,862	65		
Weehawken docks construction,	3,278	27,890	34,611	82		
Blake's docks, Buffalo,		89,835	89,885	98		
New York and Fort Lee railroad,		25,346	25,346	45		
Improvements at Union stock-yards, Fortieth street, New York city,		8,298	8,298	43		
Buffalo and South-Western railroad, Improvement account,	36,302	52,205	15,903	04		
Amounts paid on account of equipment,	781,655	1,667,811	896,193	97		
Stocks of other companies,	140,240	734,490	594,290	04		
Bonds of other companies,	273,819	273,819				
Amounts due by agents, other companies, and individuals on current accounts,	2,729,148	2,505,415			168,738	11
Materials and supplies on hand, at shops, and on road,	1,123,542	1,204,181	82,633	82		
Cash on hand,	186,580	77,150			109,430	57
Cash in London to pay coupons,	60,568	23,713			26,855	14
Bills receivable,	10,543	84,666	24,128	09		

CONDENSED BALANCE SHEET--Continued.

ACCOUNTS.	1830.		1831.		Increase.		Decrease.	
Discount on common stock,			\$269,675	07	\$269,675	00	\$170,853	45
The estate of the Erie Railway company,	\$151,631,284	08	151,210,930	63				
Total,	\$162,550,111	09	\$163,640,962	14	\$3,915,821	95	\$814,970	90
			162,550,111	09	814,970	90		
Net increase,			\$3,130,851	05	\$3,130,851	05		

CONDENSED BALANCE SHEET—Continued.

CR.

ACCOUNTS.	1890.		1891.		Increase.	Decrease.
Common stock issued at this date,	\$75,879,300	00	\$76,948,100	00	\$1,068,800	00
Preferred stock issued at this date,	7,867,700	00	7,862,200	00	264,500	00
Funded debt,	67,178,744	85	67,165,665	95	13,079	90
Loans payable,	200,000	00	300,000	00	100,000	00
Bills payable,	67,500	00	58,500	00	9,000	00
Interest on funded debt, (due and accrued,)	1,213,648	71	1,109,590	70	104,118	01
Rentals of leased lines, etc.,	355,576	87	360,531	40	4,704	53
Amounts due to other companies and individuals on current accounts, consisting of—						
Pay-rolls for September, payable in October,	671,543	98	709,331	52	37,787	59
Audited vouchers for supplies, etc., including September vouchers,	1,542,143	84	1,548,079	19	5,935	35
Traffic balances, etc.,	832,184	53	644,080	39	188,054	19
Sundries,	50,061	84	127,325	38	77,263	54
Assessments on the common stock of the Erie Railway Company, (\$4 per share,)	2,791,424	00	2,791,424	00		
Assessments on the preferred stock of the Erie Railway Company, (\$2 per share,)	116,390	00	116,390	00		
Interest on assessments received on stock of the Erie Railway Company, and interest and profits on investments, sterling exchange, etc.,	877,503	95	376,197	35	1,303	60
Profit and loss,	8,911,138	52	5,798,556	26	1,897,474	74
Total,	\$162,550,111	09	\$165,680,962	14	\$3,441,408	75
			162,550,111	09	310,557	70
Net increase,			\$3,180,851	05	\$3,180,851	05

INCOME OR PROFIT AND LOSS ACCOUNT.

Surplus from previous year,	\$3,911,138	52
Surplus for year ending September 30, 1881,	1,887,417	74
Surplus, September 30, 1881,	\$5,798,556	26

RECAPITULATION OF ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
October, 1880,		5	6	24	8	2	14	31
November, 1880,	1		3	35	5	5	12	40
December, 1880,			7	35	8	7	15	42
January, 1881,		7	10	33	3	1	13	41
February, 1881,			3	81	6	2	9	38
March, 1881,		1	5	23	7	3	12	27
April, 1881,	1	1	6	12	1	11	8	24
May, 1881,	1	1	3	26	5	5	9	32
June, 1881,		1	2	14	10	13	12	28
July, 1881,		2	4	22	6	6	10	30
August, 1881,		1	4	25	8	5	12	31
September, 1881,		1	13	26	5	6	18	33
Total,	3	20	69	306	72	66	144	392

OFFICERS.

<i>Names of Directors.</i>	<i>Residences.</i>
Theron R. Butler,	433 Fifth avenue.
Charles Dana,	155 Fifth avenue.
Thomas Dickson,	—
Harrison Durkee,	714 Fifth avenue.
R. Suydam Grant,	11 Grammercy Park.
James J. Goodwin,	59 West Thirty-fourth street.
Solomon S. Guthrie,	Buffalo, New York.
Hugh J. Jewett,	289 Madison avenue.
John Taylor Johnston,	8 Fifth avenue.
James R. Keene,	—
Edwin D. Morgan,	411 Fifth avenue.
Cortlandt Parker,	Newark, New Jersey.
John Fred'k Pierson,	318 Madison avenue.
Homer Ramsdell,	Newburgh, New York.
Henry G. Stebbins,	2 West Sixteenth street.
William L. Strong,	25 West Thirtieth street.
J. Lowber Welsh,	Philadelphia, Pa.

<i>Names.</i>	<i>Official Address.</i>
Hugh J. Jewett, President,	P. O. Box No. 839 New York city.
George R. Blanchard, Vice President,	P. O. Box No. 839 New York city.
Robert Harris, Vice President,	P. O. Box No. 839 New York city.
Augustus R. Macdonough, Secretary,	P. O. Box No. 839 New York city.
Bird W. Spencer, Treasurer,	P. O. Box No. 839 New York city.
Stephen Little, Auditor,	P. O. Box No. 839 New York city.
Edmund S. Bowen, General Superintendent,	P. O. Box No. 839 New York city.
Octave Chanute, Chief Engineer,	P. O. Box No. 839 New York city.

REPORT
OF THE
New York, Lake Erie, and Western Coal and Railroad Company, formerly the Wilcox and Howard Hill Improvement Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas L. Kane, President,	Kane, Pennsylvania.
Augustus R. Macdonough, Secretary,	New York city, N. Y.
Bird W. Spencer, Treasurer,	Passaic, New Jersey.
General Offices at Bradford, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas L. Kane,	Kane, Pennsylvania.
John Lowber Welsh,	Philadelphia, Pa.
Elisha K. Kane,	Kane, Pa.
Harry C. Clay,	Philadelphia, Pa.
Robert Harris,	New York city, N. Y.
Christopher C. Waite,	New York city, N. Y.
Charles G. Barber,	New York city, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, number of shares issued, now outstanding,	5,000	00

COST.

Total cost of entire road, to date of last report, as therein stated,	\$72,428 98
---	-------------

CHARACTERISTICS OF ROAD.

Main Line.

Length of main line, from near Alton to Falls Creek, . .	64 miles.
--	-----------

Crossings.

What railroads cross your road, over or under grade, in this Commonwealth? Philadelphia and Erie road, at Johnsburg.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Considerable work has been done upon the line, the cost of which, as far as returned, for the year, is	\$407,152 97
The road is yet in course of construction.	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 5,000 shares

STATE OF NEW YORK, }
City and County of New York, } ss :

Personally appeared before me, Thomas L. Kane, president, and Bird W. Spencer, treasurer, of the New York, Lake Erie and Western Coal and Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1881, according to the best of their knowledge and belief.

(Signed) THOMAS L. KANE, *President.*
B. W. SPENCER, *Treasurer.*

Sworn and subscribed to before me, this 27th day of February, A. D. 1882.

CHARLES C. MARBLE,
Notary Public, New York City and County.

REPORT
OF THE
New York, Pennsylvania and Ohio Railroad Company, for the year ending September 30, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. H. Devereux, President,	Cleveland, Ohio.
J. H. Wade, Vice President,	Cleveland, Ohio.
Thomas Warnock, Secretary and Auditor,	Cleveland, Ohio.
F. E. Rittman, Treasurer,	Cleveland, Ohio.
Adams & Russell, General Solicitors,	Cleveland, Ohio.
Charles Latimer, Chief Engineer,	Cleveland, Ohio.
P. D. Cooper, General Superintendent,	Cleveland, Ohio.
J. M. Ferris, Division Superintendent,	Cleveland, Ohio.
T. A. Phillips, Division Superintendent,	Dayton, Ohio.
A. L. Dunbar, Division Superintendent,	Meadville, Pa.

General offices at Cleveland, Ohio.

<i>Names of Directors.</i>	<i>Residences.</i>
J. H. Devereux,	Cleveland, Ohio.
J. H. Wade,	Cleveland, Ohio.
John Tod,	Cleveland, Ohio.
James F. Clark,	Cleveland, Ohio.
H. B. Payne,	Cleveland, Ohio.
S. L. Mather,	Cleveland, Ohio.
J. M. Adams,	Cleveland, Ohio.

P. D. Cooper,	Cleveland, Ohio.
R. P. Ranney,	Cleveland, Ohio.
A. G. Dulman,	New York City.
W. W. MacFarland,	New York City.
George Boyce,	Sharon, Pa.
H. B. Perkins,	Warren, Ohio.

As stated in last year's report, the trustees of re-organization, who reside in London, England, had imposed on them by the scheme of re-organization, the duty of exchanging the new securities for the old, and of using a portion of the new securities for raising money for narrow-gauging and making improvements, all of which have not yet been completed, and they have been unable to render a statement of account showing the cost of the property purchased, and how much has been expended in narrow-gauging and improving the road; and this company is credibly informed that their books in London have been in custody of court for a length of time, ordered there by the court in pending litigation. The consequence is, that the cost of the property and the cost of new construction and equipment, as they appear in the books of the company are estimated, and the additions as given in this report are expenditures made by the company independent of the expenditures made by the trustees.

CAPITAL STOCK.

Capital stock authorized by law,	\$45,000,000	00
Capital stock authorized by votes of company,	45,000,000	00
Capital stock, amount subscribed, (used in part payment of property purchased.)		
Capital stock, number of shares issued, 899,987		
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
Deferred warrants exchangeable for first mortgage bonds,	\$1,273,015	00
First mortgage bonds, (due 1st July, 1905, bear interest at 7 per cent., which is payable 1st January and 1st July of each year,) amount, . .	34,879,000	00
Second mortgage bonds, (due 1st May, 1910, bear interest, at 5 per cent., which is payable 1st May and 1st December of each year,) amount,	13,680,000	00
Third mortgage bonds, (due 1st May, 1915, bear interest at 5 per cent., which is payable 1st May and 1st November of each year,) amount, . .	29,000,000	00
Prior lien mortgage bonds, (due 1st March, 1895, bear interest at 6 per cent., which is payable 1st March and 1st September of each year,) amount,	8,000,000	00
Total amount now of funded debt,	\$86,832,015	00
Floating Debt.		
Debt incurred for any other purpose, and for what, . . \$1,033,336 94		
The amount now of floating debt,	1,033,336	94
Total amount now of floating and funded debt,	\$87,865,351	94
Funded debt, as per last report, \$87,500,000 00		
Total cash realized from capital stock and debt: Cannot be given until the re-organization trustees render a statement.		

COST.

* Total cost of road and equipment, (partly estimated,)	\$131,775,729	78
Proportion of same for Pennsylvania,	\$39,290,499	72

* The property was bought as an entirety, and there is no means of arriving separately at the cost of road and cost of equipment.

CHARACTERISTICS OF ROAD.

Main Line.,	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Salamanca, N. Y., to Dayton, Ohio, .	387.98	92.42
Length of single main track,	387.98	92.42
Length of double gauge main track, (three rail,)	103.50	56.42
Branches.		
Franklin branch, from junction with main line, west of Meadville, to Oil City, Pa.,	Length of branch; . .	33.78
	Length of single track, . .	33.78
Silver Creek branch, from Silver Creek, Ohio, to junction with main line, near Wadsworth, Ohio,	Length of branch, . .	1.55
	Length of single track, . .	1.55
Leased Roads.		
Cleveland and Mahoning railroad branch, from Cleveland, Ohio, to near Pennsylvania State line,	Length of road,	80.00
	Length of single track, . .	80.00
Westernman railroad branch, from near Pennsylvania State line to Sharon, Pa.,	Length of road,	2.09
	Length of single track, . .	2.09
Sharon railway branch, from Sharon, Pa., to New York, Pennsylvania and Ohio main line,	Length of road,	7.76
	Length of single track, . .	7.76
Sharon railway, (Middlesex branch,) from junction with main line of Sharon railway, near Sharon, to Middlesex, Pa.,	Length of road,	6.76
	Length of single track, . .	6.76
Sharon railway, (coal branch,) from junction with Middlesex branch, near Sharon, to Filler's coal bank,	Length of road,	2.67
	Length of single track, . .	2.67
Niles and New Lisbon railroad branch, from Niles, Ohio, to three miles south of New Lisbon, Ohio.	Length of road,	86.17
	Length of single track, . .	86.17
Liberty and Vienna branch, from Vienna junction to Vienna, Ohio,	Length of road,	7.92
	Length of single track, . .	7.92
Aggregate length of main line and branches,	423.26	126.20
Aggregate length of leased roads,	148.87	18.67
Aggregate length of sidings and other track not above enumerated,	186.96	38.47
Aggregate length of third rail track, (one rail,)	103.50	56.42
Aggregate length of main line, branches, leased roads, sidings, and other track,	857.09	239.76

Gauge.

What is the gauge of your lines? 4 ft., 8½ in. & 6 ft.

Track.

Miles of iron rail in use, (including sidings,)	376.09
Miles of steel rail in use,	377.50
Weight of rail per yard, { Iron,	56, 60, & 68 lbs.
{ Steel,	52½, 56, & 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	133
Wooden bridges, number of, 45 ; aggregate length, . . .	5,916 feet.
Stone bridges, number of, 3 ; aggregate length, . . .	80 feet.
Iron bridges, number of, 54 ; aggregate length,	5,992 feet.
Wooden trestles, number of, 31 ; aggregate length, . . .	2,642 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Erie railroad, at Corry; Buffalo, Pittsburgh and Western railroad, at Corry; Union and Titusville railroad, at Union City; Jamestown and Franklin railroad, two and three fourth miles east of Greenville; Shenango and Allegheny railroad, at Shenango; Erie and Pittsburgh railroad, at three fourth of a mile west of Shenango.

What railroads cross your road, either over or under your grade, in this Commonwealth? Jamestown and Franklin railroad, at Franklin, over.

Stations.

Number of stations on main road: Passenger, 10; passenger and freight, 67; freight, 6; total,	83
Number of stations on branches: Passenger, 1; passenger and freight, 4; freight, 1; total,	6
Number of stations on leased roads: Passenger, 3; passenger and freight, 21; freight, 2; total,	26
Number of engine-houses and shops in Pennsylvania, 2; total number entire road,	15
Number of wood and water stations on main road: 22 wood, 43 water, total,	65
Number of wood and water stations on branches: 1 wood, 2 water, total,	8
Number of wood and water stations on leased roads, . .	11
Number of tunnels,	None.

How is track laid and on what foundation? With fish plates, angle splices. Norris & Fisher suspension joints, combination of wrought-iron chain and fish plates. Foundation generally on gravel ballast and considerable furnace slag.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	33	
Number of locomotives of more than 80 tons weight,	182	
Number of first-class passenger cars,	52	
Number of second-class passenger cars,	44	
Number of baggage, mail, and express cars,	42	
Number of freight cars, { House cars, 3,492, {	6,573	
Trucks, 8,081,		
Number of service cars: Wrecking, 7; tool, 7; pile-driver, 1; private, 1; paymaster, 1; total,	17	
Number of caboose cars,	105	

What kind of train-brake is in use on your road? Westinghouse automatic air-brake on all passenger trains.

Average number of cars in passenger trains, including baggage cars,	5.1
Average number of cars in freight trains,	16.9
Average weight of passenger trains, including locomotive and tender, in working order,	162 tons.
Average weight of freight trains, including locomotive and tender, in working order,	217 tons.

Employees.

Average number of persons regularly employed by company, including officials,	4,896
Same in Pennsylvania,	1,251

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	1,310,959
Number of miles run by freight trains,	4,331,388
Number of miles run by coal trains,	No record.
Number of through passengers for the year on main road,	232,943
Number of passengers (all classes) carried in cars,	1,417,526
Number of passengers carried one mile,	61,714,542
Number of passengers carried one mile in Pennsylvania.	15,791,840
Number of tons of 2,000 pounds of through freight for the year on main road,	2,086,880
Number of tons of freight carried one mile,	580,726,028
Number of tons of freight carried one mile in Pennsylvania,	138,356,280
Gross amount of tonnage for the year, (2,000 pounds per ton,)	4,887,909
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	28
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1880,	125,000	April, 1881,	100,743
November, 1880,	113,209	May, 1881,	107,619
December, 1880,	101,886	June, 1881,	121,362
January, 1881,	83,062	July, 1881,	135,305
February, 1881,	87,722	August, 1881,	177,637
March, 1881,	101,819	September, 1881,	162,662

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	166,973	Stone and lime,	317,069
Bituminous coal,	1,128,589	Agricultural products,	646,628
Petroleum and other oils,	151,951	Merchandise and manufactures,	422,602
Pig iron,	207,512	Live stock,	60,041
Railroad iron,	48,999	Lumber,	186,087
Other iron or castings,	241,576	Other articles,	801,158
Iron and other ores,	508,724		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2½ to 3 cents.
For first-class way passengers,	3½ cents.
For second-class through passengers,	2 cents.
For second-class way passengers,	No rate.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile, earned, . . . . .	.565 cents.
For local freight, per ton per mile, earned,	1.227 cents.
For through and local, per ton per mile, earned, . . . . .	.713 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1880,	\$48,949	06	\$58,785	50	\$107,734	56
November, 1880,	43,309	77	48,241	88	91,551	65
December, 1880,	34,963	65	47,837	56	82,801	21
January, 1881,	28,539	12	43,902	98	72,442	10
February, 1881,	28,084	39	44,451	50	72,535	89
March, 1881,	30,062	32	51,390	71	81,453	03
April, 1881,	39,200	56	48,964	90	88,165	46
May, 1881,	43,156	25	51,567	20	94,723	45
June, 1881,	49,919	03	59,601	28	109,520	36
July, 1881,	56,118	49	64,578	80	120,692	29
August, 1881,	63,524	93	77,856	28	140,881	21
September, 1881,	61,870	55	83,291	40	145,161	95
Total,	\$527,698	17	\$679,964	99	\$1,207,663	16

From Transportation of Freight.

MONTH.	Through.		Local.		Total.	
October, 1880,	\$249,619	73	\$135,944	74	\$385,564	47
November, 1880,	211,547	12	133,444	49	344,991	61
December, 1880,	251,841	51	121,848	60	373,690	11
January, 1881,	237,342	88	107,723	67	345,066	55
February, 1881,	198,372	26	115,851	72	313,723	98
March, 1881,	258,148	65	151,334	93	409,483	58
April, 1881,	222,618	77	152,179	50	374,798	27
May, 1881,	231,949	60	125,803	70	357,753	30
June, 1881,	194,860	60	125,607	39	319,967	99
July, 1881,	170,812	29	124,535	14	295,347	43
August, 1881,	170,705	44	134,324	10	305,029	54
September, 1881,	170,655	34	129,097	80	299,753	14
Total,	\$2,567,974	19	\$1,557,195	78	\$4,125,169	97

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1880,	\$3,913	77	\$4,907	59	\$6,704	20	\$15,525	56
November, 1880,	3,913	77	5,855	65	6,378	92	16,148	34
December, 1880,	3,913	77	6,070	82	6,884	90	16,869	49
January, 1881,	3,909	77	3,446	39	6,481	35	13,837	51
February, 1881,	3,899	77	3,256	47	4,852	18	12,008	42
March, 1881,	3,904	77	3,994	22	5,640	72	13,539	71
April, 1881,	3,904	77	5,325	98	6,056	22	15,286	97
May, 1881,	3,891	97	7,212	88	6,787	75	17,892	60
June, 1881,	3,899	77	6,724	74	7,166	45	17,790	96
July, 1881,	3,899	77	5,764	98	5,088	24	14,752	99
August, 1881,	3,990	29	6,029	01	6,592	48	16,611	78
September, 1881,	3,921	77	5,632	45	6,849	04	16,403	26
Total,	\$46,963	96	\$64,221	18	\$75,482	45	\$186,667	59

Total passenger earnings for the year,	\$1,207,663	16
Total freight earnings for the year,	4,125,169	97
Total earnings from other sources,	186,667	59
Total earnings for the year,	\$5,519,500	72
Total receipts from all sources on whole length of line,	\$5,550,206	27
Proportion of earnings in Pennsylvania to earnings of whole line,	1,419,019	03

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$51,919	75
Land or land damages,	4,756	90
Passenger and freight-houses,	9,775	26
Engine-houses, car sheds, wood and coal sheds, and water tanks,	572	69
New freight cars, number of, 1 stock, 4 caboose,	4,528	36
New machine shops, machinery, and tools,	326	27
Any other expenditures chargeable to this account,	17,682	85
Total,	\$89,562	08
Proportion for Pennsylvania,	\$22,898	15

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$370,134	89
New steel rails, number of tons, 5,816,470,	800,017	83
Repairs of bridges,	38,045	14
Repairs of buildings and fixtures,	102,900	67
Repairs of fences,	35,090	03
Total for maintenance of way,	\$846,183	56
Cost per mile of road kept in repair,	\$1,493	37
Proportion for Pennsylvania,	216,344	51

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$301,137	83
Repairs of machinery,	25,263	16
Repairs of passenger, baggage, and mail cars,	88,373	96
Repairs of freight cars,	289,721	56
All other expenses for maintenance of motive power and cars,	112,920	82
Total for maintenance of motive power and cars,	\$817,417	33
Cost per mile of road operated,	1,442	59
Proportion for Pennsylvania,	208,968	01

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger depart- ment,	\$289,113	28
Salaries, wages, and incidentals chargeable to freight department, . .	1,151,525	56
Wages of switchmen, signalmen, gatekeepers, and watchmen, . .	35,882	15
Fuel—number of cords of wood, 8,635.5; cost,	23,066	42
Fuel—number of tons of coal, 181,494.587; cost,	865,862	25
Oil and waste,	48,141	23
Damages for injuries to persons,	3,745	29
Damages for cattle killed or injured,	1,717	28
Damage for loss of goods and baggage,	4,453	09
Damages to property, including damages by fire,	82	84
Taxes,	112,450	74
Telegraph expenses,	78,741	13
Amount paid for use of palace and sleeping cars,	81,744	42
Amount paid other corporations or individuals for use of all other cars,	241,008	11
General salaries, office expenses, law expenses, and all other ex- penses, (except interest) not included in any of the above items, . .	172,864	78
Total miscellaneous,	\$2,554,898	57
Amount per mile of road operated,	\$4,509	94
Proportion for Pennsylvania,	653,210	14
Total expenditures for operating the road,	4,218,501	46
Expenses per mile of road operated,	7,444	90
Expenses per train mile,		74.76
Proportion for Pennsylvania,		74.76

EARNINGS.

Passenger transportation, local,	\$679,964 99	{ Total,	\$1,207,663	16
Passenger transportation, through,	527,698 17			
Freight transportation, local,	\$1,557,195 78	{ Total,	4,125,169	97
Freight transportation, through,	2,567,974 19			
Mail service,			46,963	96
Express service,			64,221	18
Rents,			1,469	42
All other sources of income,			104,718	58
Total,			\$5,550,206	27
Operating Expenses.				
Maintenance of way and buildings,	\$846,188 56			
Maintenance of motive power and cars,	817,417 33			
Miscellaneous,	2,554,898 57			
Total operating expenses, being 76 per cent. of earnings,			4,218,504	46
Net earnings,			\$1,331,701	81
Earnings per mile of road operated,			\$9,795	12
Expenses per mile of road operated,			7,444	90
Net earnings,			\$2,350	22

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? United States Express Company, which pays double first-class rates on local and on business to and from points west of this line, and about one and a half second-class rates on business to and from points east of this line.

Adams Express Company, which only runs over the Niles and New Lisbon railway, (leased line,) which pays twenty-seven cents per one hundred pounds between all points on that branch.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman Palace Car Company runs its sleeping and hotel-cars over this road, for which it is paid three cents per mile run by its cars. A charge is made in addition to its regular passenger rates, as follows: State-room, \$4; section, \$4; double berth, \$2.

The Woodruff Sleeping and Parlor Coach Company runs its cars over a branch of this road, for which it is paid two and a half cents per mile run by its cars.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$46,963 96

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued: \$10,000,000; issued as part payment of the property purchased.

Amount of common stock now outstanding: \$34,999,987; issued as part payment of the property purchased.

Amount of stock issued as stock dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Employés,	6	4	1	5	7	9
Others, . . . . .	. . . . .	. . . . .	3	2	3	2
Total,	6	4	4	7	10	11

Statement of each Accident in Pennsylvania.

October 9, 1880. Mary Sample, Corry, Pa., tried to cross immediately in front of engine, fatally injured.

October 25. Martin Stinger, one quarter of a mile east of Meadville, Pa., attempted to drive across the track ahead of train; man seriously injured in back.

October 30. Jerry Sullivan, track foreman, one and a half miles east of Bear Lake, Pa.; train struck hand-car; man's arm broken.

November 1. George Williamson, engineer, quarter of a mile east of Crawford's Switch, Pa.; instantly killed, by breaking of driving-bar, knocking him off the engine.

November 3. Mr. Fitzgerald, trespasser, one and a half miles west of Geneva, Pa., struck by train, and instantly killed, while walking on track.

December 18. James Sherrod, brakeman, Concord, Pa.; train broke in two; man caught between cars, while making coupling, and killed.

December 25. Patrick Doyle, trespasser; one and a half miles west of Sharpsville, Pa.; car steps struck him while sitting on end of tie, making scalp wound, not very serious.

January 8, 1881. Andrew Carr, switchman, Meadville, Pa.; hand crushed while coupling cars, two fingers and thumb amputated.

January 23. John Mulvaney, switchman, Meadville, Pa.; arm crushed between cars; amputated above the elbow.

January 27. Thomas Flood, trackman; one and a half miles east of Reno, Pa.; struck by train while attempting to cross the track, and fatally injured.

February 24. C. E. Apple, brakeman; near Shaw's, Pa.; fell off the train and run over; instantly killed.

March 11. Patrick Cunningham, sectionman; one mile east of Concord, Pa.; tie fell off car, breaking his leg between knee and ankle.

April 23. James Clear, trackman, Union City, Pa., struck rail with pick, and piece of steel flew up, putting out one of his eyes.

April 27. H. L. Gridley, brakeman, Shenango, Pa., fell off train and run over; killed.

August 7. Richard Martin, trespasser; east of Franklin, Pa.; run over by train; killed.

August 12. James Morrow, brakeman, Greenville, Pa., fell under train and run over; leg amputated at knee.

September 5. George Kelley, switchman, Meadville, Pa.; hand crushed while coupling cars, two small bones broken.

September 15. William Haley, trackman; three and three quarter miles east of Miller's, Pa.; struck by coupling-pin hurled by train, causing death.

September 15. Jacob Knoblow, turntable-man, Meadville, Pa., run over by engine on turntable and killed.

September 19. Edward Delay, brakeman, Meadville, Pa., fell from top of train and injured; bones of leg broken in two places.

September 27. William McFarland, brakeman; one mile east of Bear Lake, Pa.; struck by bridge and badly injured; skull fractured.

STATE OF OHIO, }
County of Cuyahoga, } ss:

Personally appeared before me, Jarvis M. Adams, president, and F. E. Rittman, treasurer, of the New York, Pennsylvania and Ohio Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

JARVIS M. ADAMS, *President.*

F. E. RITTMAN, *Treasurer.*

Sworn and subscribed before me, this 6th day of December, A. D. 1881.

GEORGE D. WALKER, *Notary Public.*

REPORT

OF THE

New York, Ridgway and Pittsburgh Railroad Company, for the year ending December 31, 1881.

OFFICERS.		
Names.		Residences.
C. R. Earley, President,		Ridgway, Pa.
L. Rogers, Secretary,		Harrisburg, Pa.
J. H. Kershaw, Treasurer,		Philadelphia, Pa.
E. E. Williard, Chief Engineer,		Ridgway, Pa.

General office at 3739 Spruce street, Philadelphia.

Names of Directors.	Residences.
C. R. Earley,	Ridgway, Pa.
A. G. Curtin,	Bellefonte, Pa.
William M. Stewart,	Philadelphia, Pa.
B. K. Jamison,	Philadelphia, Pa.
J. H. Kershaw,	Philadelphia, Pa.
George Bull,	Philadelphia, Pa.
L. Rogers,	Harrisburg, Pa.

CAPITAL STOCK.		
Capital stock authorized by law,	\$200,000	00
Capital stock authorized by votes of company,	2,000,000	00
Capital stock, amount subscribed,	400,000	00

COST.	
Total cost of entire road to date,	\$27,000 00

The property, rights, and franchises of the Northern Railroad and Navigation Company was purchased at judicial sale, and re-organized under the name of the New York, Ridgway and Pittsburgh Railroad Company, and, therefore, this company cannot state the amount of capital stock paid in, or actual amount of receipts and expenditures.

CHARACTERISTICS OF ROAD.		
Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from State Line to Connection with Allegheny Valley railroad,	80	80

Gauge.	
What is the gauge of your lines?	4 feet 8½ inches.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Erie railroad.

This company has not yet commenced active operations in building its road. The line of the road has been surveyed and adopted by the company its entire length. Some six miles of grading was done by the Northern Railroad and Navigation Company, the franchises of which this company purchased and now own.

STATE OF PENNSYLVANIA, }
County of Dauphin, } ss:

Personally appeared before me, Charles R. Earley, president of the New York, Ridgway and Pittsburgh Railway Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1882, according to the best of his knowledge and belief.

(Signed) C. R. EARLEY, *President.*

Sworn and subscribed before me, this 23d day of Febuary, A. D. 1882.
LUCIAS RODGERS,
Deputy Secretary of Internal Affairs.

REPORT
OF THE
*North-East Pennsylvania Railroad Company, for the
year ending October 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Joshua Comly, President,	407 Walnut street, Philadelphia, Pa.
John S. Wise, Secretary and Treasurer,	407 Walnut street, Philadelphia, Pa.

General offices at 407 Walnut street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
John Jordan, Jr.,	Philadelphia, Pa.
William C. Ludwig,	Philadelphia, Pa.
Edward C. Knight,	Philadelphia, Pa.
Alfred Hunt,	Bethlehem, Pa.
James H. Stevenson,	Philadelphia, Pa.
Richard J. Dobbins,	Philadelphia, Pa.
Charles A. Sparks,	Philadelphia, Pa.
Franklin A. Comly,	Philadelphia, Pa.
Thomas P. Stotesbury,	Philadelphia, Pa.
G. J. Mitchell,	Hatboro', Montgomery county, Pa.
Isaac Warner, Jr.,	Hatboro', Montgomery county, Pa.
I. Newton Evans,	Hatboro', Montgomery county, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$400,000	00
Capital stock, amount subscribed,	81,550	00
Capital stock, total amount now paid in,	81,550	00
Capital stock, number of shares issued, 1,681		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1892, bear interest at 7 per cent., which is payable January 1 and July 1,) amount,	\$160,000	00
Total amount now of funded debt,	\$160,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$78,000	00
Debt incurred for any other purpose, and for what: Operating expenses, interest, etc.,	107,217	88
The amount now of floating debt,	180,217	88
Total amount now of floating and funded debt,	\$340,217	88
Funded debt as per last report,	\$160,000	00
Floating debt as per last report,	170,284	68
Total cash realized from capital stock and debt,	\$421,767	88

COST.

Total cost of entire road to date, No equipment.	\$292,056	26
---	-----------	----

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Abington to Hartsville,	9.8	9.8
Length of single main track,	9.8	9.8
Aggregate length of main line and branches,	9.8	9.8
Aggregate length of main line, branches, leased roads, sidings, and other track,	10.7	10.7

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 10.7
Miles of steel rail in use, None.
Weight of rail per yard, { Iron, 50 and 58 lbs.
 Steel, None.

Bridges and Trestles.

Number of bridges and trestles on whole line,	5
Wooden bridges, aggregate length,	910 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 11; freight, 11; total,	11
Value of real estate held by the company, exclusive of road-way,	\$13,850 83
Number of tunnels,	None.
How is track laid and on what foundation? Iron rails, spliced joints, oak and chestnut ties, stone, slag, and earth ballast.	

Equipment.

None.

Road operated by Philadelphia and Reading Railroad Company.

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	27,324
Number of miles run by freight trains,	3,030
Number of through passengers for the year on main road,	19,185
Number of passengers (all classes) carried in cars,	76,471
Number of passengers carried one mile,	520,458
Number of passengers carried one mile in Pennsylvania,	520,458
Number of tons of freight carried one mile,	150,025
Number of tons of freight carried one mile in Pennsylvania,	150,025
Gross amount of tonnage for the year, (2,000 pounds per ton,)	22,114
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	19 8
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1880,	5,864	July, 1881,	8,452
December, 1880,	5,966	August, 1881,	8,219
January, 1881,	4,077	September, 1881,	8,579
February, 1881,	4,476	October, 1881,	5,685
March, 1881,	5,920		
April, 1881,	5,747	Total,	76,471
May, 1881,	6,460		
June, 1881,	7,526		

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	6,450	Live stock,	450
Petroleum and other oils,	20	Lumber,	5,000
Other iron or castings,	50	Other articles,	2,494
Iron and other ores,	3,000		
Stone and lime,	800	Total,	22,114
Agricultural products,	3,500		
Merchandise and manufactures,	350		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2.27 cents.
For first-class way passengers,	2.27 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For local and through freight and coal, per ton per mile,	6.19 cents.
---	-------------

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1880,		\$888 07	\$888 07
December, 1880,		910 85	910 85
January, 1881,		672 31	672 31
February, 1881,		651 04	651 04
March, 1881,		850 81	850 81
April, 1881,		886 82	886 82
May, 1881,		1,041 38	1,041 38
June, 1881,		1,107 26	1,107 26
July, 1881,		1,332 14	1,332 14
August, 1881,		1,357 51	1,357 51
September, 1881,		1,186 76	1,186 76
October, 1881,		969 73	969 73
Total,		\$11,794 68	

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1880,		\$521 30	\$521 30
December, 1880,		394 85	394 85
January, 1881,		475 80	475 80
February, 1881,		478 61	478 61
March, 1881,		406 30	406 30
April, 1881,		669 53	669 53
May, 1881,		1,024 46	1,024 46
June, 1881,		812 67	812 67
July, 1881,		831 76	831 76
August, 1881,		966 86	966 86
September, 1881,		1,340 83	1,340 83
October, 1881,		1,003 54	1,003 54
Total,		\$8,926 54	\$8,926 54

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1880, .	\$42	06	\$33	36	28	00	\$103	42
December, 1880, .	42	06	32	95	28	00	103	01
January, 1881, . .	42	06	25	38	28	00	95	44
February, 1881, .	42	06	21	45	28	00	91	51
March, 1881, . . .	42	06	22	00	28	00	92	06
April, 1881, - . .	42	06	34	92	28	00	104	98
May, 1881,	42	07	28	16	28	00	98	23
June, 1881,	42	07	36	96	26	00	107	03
July, 1881,	42	07	29	13	28	00	99	20
August, 1881, . .	42	07	30	25	28	00	100	82
September, 1881, .	42	07	30	45	28	00	100	52
October, 1881, . .	42	07	31	57	29	00	102	64
Total,	\$504	78	\$356	58	\$337	00	\$1,198	36

Total passenger earnings for the year,	\$11,794	68
Total freight earnings for the year,	8,926	51
Total earnings from all other sources,	1,198	36
Total earnings for the year,	\$21,919	55
Total receipts from all sources on whole length of line,	\$21,919	55

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads exclusive of bridges and new rails,	\$13,266	52
Total for maintenance of way,	\$13,266	52

EARNINGS.

Passenger transportation, local,	\$11,794	68
Freight transportation, local,	8,926	51
Mail service,	504	78
Express service,	356	58
Rents,	337	00
Total,	\$21,919	55

Operating Expenses.		
Maintenance of way and buildings,	\$13,266	52
Maintenance of motive power and cars,	16,544	45
Miscellaneous,	259	20
Total operating expenses,	\$30,070	17

Road operated by Philadelphia and Reading Railroad Company.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? See report of Philadelphia and Reading Railroad Company.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and, if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation based upon weight of mail matter; compensation for the year, \$504 78.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding,	\$81,550 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.
Surplus invested as follows: Cash,	\$516 18

ACCIDENTS TO PERSONS.

See report of Philadelphia and Reading Railroad Company.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Joshua Comly, president, and John S. Wise, treasurer, of the North-East Pennsylvania Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

JOSHUA COMLY, *President.*

J. S. WISE, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1882.

E. H. BAILEY, *Notary Public.*

REPORT

OF THE

Northern Central Railway Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
George B. Roberts, President,	Philadelphia, Pa.
A. J. Cassatt, Vice President,	Philadelphia, Pa.
Stephen W. White, Secretary,	Philadelphia, Pa.
John S. Leib, Treasurer,	Baltimore, Md.
Wayne MacVeagh, General Counsel,	Philadelphia, Pa.
Frank Thomson, General Manager,	Philadelphia, Pa.
Robert Neilson, General Superintendent,	Williamsport, Pa.
George C. Wilkins, Division Superintendent,	Baltimore, Md.
Thomas Gucker, Division Superintendent,	Williamsport, Pa.
Frank Sheppard, Division Superintendent,	Sunbury, Pa.
Spencer Meade, Division Superintendent,	Elmira, N. Y.

Names of Managers.	Residences.
George B. Roberts,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Samuel C. Huey,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
George Small,	Baltimore, Md.
B. F. Newcomer,	Baltimore, Md.
S. M. Shoemaker,	Baltimore, Md.
J. N. Hutchinson,	Philadelphia, Pa.
Dell Noblit,	Philadelphia, Pa.
Harry Walters,	Baltimore, Md.
Henry Gilbert,	Harrisburg, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$3,000,000	00
Capital stock authorized by votes of company,	5,842,000	00
Capital stock, amount subscribed,	5,842,000	00
Capital stock, total amount now paid in,	5,842,000	00
Capital stock, number of shares issued, 116,840		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.					
Mortgage to State of Maryland to secure annuity of \$90,000 irredeemable,			\$1,500,000	00	
Mortgage sinking fund 6 per cent. coupon bonds, due July 1, 1885, .	\$1,490,000	00			
Mortgage 6 per cent. coupon bonds, due April 1, 1900,	1,126,000	00			
Mortgage 6 per cent. gold bonds, due July 1, 1900—Coupons, \$2,599,000; registered, \$205,000,	2,804,000	00			
Consolidated general mortgage 6 per cent. gold bonds, due July 1, 1904: Series A and B, dollar or sterling sinking fund loans,	2,685,000	00			
Series C, dollar loan,	1,000,000	00			
Million dollar loan,	841,000	00			
Second general mortgage 5 per cent. coupon bonds, series A, due January 1, 1926,	2,932,000	00			
Second general mortgage 6 per cent. coupon convertible bonds, series B, due January 1, 1926,	1,000,000	00			
			18,878,000	00	
Total amount now of funded debt,					\$15,378,000 00
Funded debt as per last report,					\$15,462,000 00

COST.

Total cost of entire road to date, including \$1,140,207 89 charged for real estate,	\$13,324,712	88
Total cost of entire equipment,	\$4,196,107	35

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Baltimore, Md., to Sunbury, Pa., . .	188	102
Length of single main line,	57.79	57.79
Length of double main track,	79.87	44.25
Branches.		
Green Spring branch, from Hollins, Md., { Length of branch, . .	8.59	
to Green Spring junction, Md., . . . { Length of single track, . .	8.59	

Leased and Operated Roads.		
Shamokin Valley and Pottsville railroad, from Sunbury, Pa., to Mt. Carmel. Pa.,	Length of road,	27.30
	Length of single track,	27.30
Elmira and Williamsport railroad, from Williamsport, Pa., Philadelphia and Erie railroad junction, to Elmira, N. Y., N. Y., L. E. and W. railroad junction,	Length of road,	75.50
	Length of single track,	75.50
Chemung railroad, operated from Elmira, N. Y., N. Y., L. E. and W. railroad junction, to Watkins, N. Y.,	Length of road,	17.40
	Length of single track,	17.40
Elmira, Jefferson and Canandaigua railroad, operated from Watkins, N. Y., to Canandaigua, N. Y.,	Length of road,	46.60
	Length of single track,	46.60
Summit Branch railroad, operated from Millersburg, Pa., to Williamstown, Pa.,	Length of road,	19.70
	Length of single track,	19.70
Aggregate length of main line and branches,		146.59
Aggregate length of leased and operated roads,		186.50
Aggregate length of sidings and other track not above enumerated,		79.16
Aggregate length of main line, branches, leased and operated roads, sidings, and other track,		412.25

Gauge.

What is the gauge of your lines? 4 ft. 9 inches.

Track.

Miles of iron rail in use, 77.61
Miles of steel rail in use, 228.01
Weight of rail per yard, { Iron, 56, 60 & 64 lbs.
 { Steel, 60 & 64 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 166
Wooden bridges, number of, 80³/₈; aggregate length, 9,345 feet.
Stone bridges, number of, 17; aggregate length, 431 feet.
Iron bridges, number of, 60¹/₈; aggregate length, 3,941¹/₂ feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Cumberland Valley railroad, at Bridgeport, Pa.; Pennsylvania railroad, at Marysville, Pa.; Summit Branch railroad, at Millersburg, Pa.; Philadelphia and Reading railroad, at Trevorton Junction, Pa.; Shamokin division, Northern Central railway, at Sunbury, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger and freight, 60
Number of stations on branches: Passenger and freight, 8
Number of engine-houses and shops in Pennsylvania, 3;
total number entire road, 6

Number of wood and water stations on main road, 22
Number of tunnels, 2; aggregate length, 338 feet.

How is track laid, and on what foundation? T rails, oak cross-ties, angle
splices, stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	25	\$11,000	00
Number of locomotives of more than 30 tons weight,	126	10,000	00
Number of locomotives of more than 20 tons weight,	1	8,000	00
Number of first-class passenger cars,	68	5,000	00
Number of second-class passenger cars,	1	4,000	00
Number of baggage, mail and express cars,	42	1,600	00
Number of freight cars,	1,765	575	00
Number of coal, ore, and stone cars,	4,377	500	00
Number of 4-wheel coal and lime cars,	265	300	00
Number of caboose cars,	81	525	00

What kind of train-brake is in use on your road? Westinghouse auto-
matic.

Average number of cars in passenger trains, including bag-
gage cars, 5.4
Average number of cars in freight trains, 43.6
Average weight of passenger trains, including locomotive
and tender, in working order, 169 tons.
Average weight of coal trains, including locomotive and
tender, in working order, 918 tons.

Employees.

Average number of persons regularly employed by com-
pany, including officials, 2,548
Same in Pennsylvania, 890

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 618,745
Number of miles run by freight and coal trains, 1,726,360
Number of through passengers for the year on main road, 16,932
Number of passengers (all classes) carried in cars, 1,794,368
Number of passengers carried one mile, 22,853,881
Number of passengers carried one mile in Pennsylvania, 16,891,999
Number of tons of 2,000 pounds of through freight for the
year on main road, 829,527
Number of tons of freight carried one mile, 312,859,080
Number of tons of freight carried one mile in Pennsylvania, 231,243,668
Gross amount of tonnage for the year, (2,000 pounds per
ton,) 4,870,274
Average rate of speed adopted by ordinary passenger trains,
including stops, (miles per hour,) 23½

Average rate of speed adopted by express trains, including stops, (miles per hour)	29½
Average rate of speed adopted by freight trains, including stops, (miles per hour)	11

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	91,798	July, 1881,	159,519
February, 1881,	87,474	August, 1881,	166,089
March, 1881,	95,476	September, 1881,	171,645
April, 1881,	278,090	October, 1881,	178,841
May, 1881,	129,347	November, 1881,	138,786
June, 1881,	135,953	December, 1881,	161,355

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal,	1,629,417	Stone and lime,	114,251
Petroleum and other oils,	257,984	Agricultural products,	1,053,864
Pig iron,	150,174	Merchandise and manufactures,	448,511
Railroad iron,	83,479	Live stock,	49,053
Other iron or castings,	103,125	Lumber,	620,775
Iron and other ores,	368,626	Other articles,	41,015

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2.378
For first-class way passengers,	2.378

Rate per ton, (of 2,000 pounds) per mile charged for Freight.

For through freight per ton per mile,	.903
For through coal, per ton per mile,	.903
For local freight, per ton per mile,	.903
For local coal, per ton per mile,	.903

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$38,068 84
February, 1881,			30,882 49
March, 1881,			38,228 89
April, 1881,			55,563 79
May, 1881,			41,697 16
June, 1881,			44,154 19
July, 1881,			51,496 76
August, 1881,			58,418 41
September, 1881,			53,303 72
October, 1881,			55,350 04
November, 1881,			40,839 36
December, 1881,			40,418 56
Total,			\$543,421 71

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$211,869 28
February, 1881,	208,500 90
March, 1881,	238,800 09
April, 1881,	256,294 62
May, 1881,	244,621 81
June, 1881,	271,490 20
July, 1881,	220,712 90
August, 1881,	253,090 13
September, 1881,	213,591 99
October, 1881,	203,187 33
November, 1881,	255,659 81
December, 1881,	246,808 33
Total,	\$2,824,627 39

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	\$2,278 05	\$2,381 04	\$8,939 92	\$13,599 01
February, 1881,	2,350 21	3,842 87	9,220 04	15,413 12
March, 1881,	2,289 31	4,144 48	8,888 80	15,322 59
April, 1881,	2,289 31	4,245 10	8,511 30	15,045 71
May, 1881,	2,289 31	3,864 22	4,470 07	10,623 60
June, 1881,	2,289 31	4,260 82	8,105 30	14,655 43
July, 1881,	2,289 31	2,995 88	6,859 91	11,645 10
August, 1881,	2,289 30	3,038 82	6,952 51	12,280 13
September, 1881,	2,289 30	4,387 96	5,995 54	12,673 20
October, 1881,	2,289 30	8,190 99	5,456 02	15,936 31
November, 1881,	3,330 90	9,046 19	14,196 02	26,573 11
December, 1881,	2,497 30	7,743 96	19,052 12	29,293 38
Total,	\$28,770 91	\$58,141 83	\$106,147 95	\$193,060 69

Total passenger earnings for the year,	\$543,421 71
Total freight earnings for the year,	2,824,627 39
Total earnings from all other sources,	193,060 69

Total earnings for the year,	\$3,561,109 79
Total earnings from all sources on whole length of line,	\$3,561,109 79
Proportion of earnings in Pennsylvania, to earnings of whole line,	2,632,124 63

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$176,280 42
New iron rails,	2,477 28
New steel rails,	19,922 51
Repairs of bridges,	54,582 28
Repairs of buildings and fixtures,	39,575 48
All other expenses for maintenance of way,	151,589 59
Total for maintenance of way,	\$444,427 56
Cost per mile of road kept in repair,	\$3,220 49
Proportion for Pennsylvania,	328,489 94

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$152,139	67
Repairs of tools and machinery,	20,528	72
Repairs of passenger, baggage, and mail cars,	94,494	82
Repairs of freight cars,	654,723	00
All other expenses for maintenance of motive power and cars,	256,731	61
Total for maintenance of motive power and cars,	\$1,178,617	32
Cost per mile of road operated,	\$8,540	70
Proportion for Pennsylvania,	871,151	93

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$119,665	94
Salaries, wages, and incidentals chargeable to freight department,	433,270	76
Wages of switchmen, signalmen, gatekeepers, and watchmen,	46,021	74
Fuel—wood,	4,045	34
Fuel—coal,	224,509	70
Oil, waste, and tallow,	21,592	82
Damage for injuries to persons,	150	90
Damage for loss of goods and damage,	2,060	05
Taxes,	27,446	00
Insurance,	17,669	28
Telegraph expenses,	36,867	27
Amount paid other corporations or individuals for use of all other cars,	10,464	49
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	46,921	14
Total miscellaneous,	\$990,685	43
Amount per mile of road operated,	\$7,178	88
Proportion for Pennsylvania,	782,245	71
Total expenditures for operating the road,	2,643,730	31
Expenses per mile of road operated,	18,940	07
Proportion for Pennsylvania,	1,931,887	58

EARNINGS.

Passenger transportation, local,	} Total, .	\$543,421	71
Passenger transportation, through,			
Freight transportation, local,	} Total, .	2,824,627	89
Freight transportation, through,			
Mail service,		28,770	91
Express service,		58,141	83
Rents and miscellaneous receipts,		106,147	95
Total,		\$3,561,109	79
Operating Expenses.			
Maintenance of way and buildings,		\$444,427	56
Maintenance of motive power and cars,		1,178,617	32
Miscellaneous,		990,685	43
Total operating expenses, being 73.40 per cent. of earnings,		2,613,730	31
Net earnings,		\$947,379	48
Earnings per mile of road operated,		\$25,805	14
Expenses per mile of road operated,		18,940	07
Net earnings,		\$6,865	07

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company and Central Express Company, at a fixed percentage of gross receipts.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman Palace Car Company. Parlor and sleeping cars.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation, for first six months of the year, \$194 29 per mile; for second six months of the year, \$191 52, dependent on the amount of service performed. No contract made with Post Office Department.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$5,842,000 00
Rate and date of all cash dividends on stock of original and consolidated companies: Declared June 8, 3 per cent. paid July 15, 1881; declared December 23, 3 per cent. paid January 16, 1882.

Number and per cent. of dividends: Two, aggregating 6 per cent.		
Amount paid in dividends,	\$350,517	00
Balance for the year, or surplus,	\$117,988	30
Surplus at commencement of the year,	187,708	45
Total surplus,	\$305,696	75
Surplus invested as follows:		
Cash and loans,	}	\$305,696 75
Balance of accounts due company,		
Material, fuel, and stores,		
Other items,		

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			1	2	1	2
Employés,	2	2	4	12	6	14
Others,			4	4	4	4
Total,	2	2	9	18	11	20

Statement of each Accident.

January 5, 1881. Christian Sheridan, walking on track near Hanover Junction, struck by engine of northbound freight, and bruised about head and body.

January 19, 1881. John Greenleaf, walking on track near Briehart's, struck by second section day express, south, and killed.

January 28, 1881. Isaac McCleary, brakeman, killed at Marysville while coupling cars.

February 26, 1881. George Etzwiler, brakeman, left hand injured while coupling cars.

February 27, 1881. Frank Weller, brakeman, fell from train and instantly killed, at Clark's Ferry.

March 3, 1881. Charles Hotz, passenger on extra passenger train south, had his arm broken while waving it out of the window by striking it against a fence at York.

March 11, 1881. Michael Leo Lentz was run over by a train near Glatfelter's, and killed.

April 22, 1881. J. Ward Shockney, boy, severely injured near Hanover Junction by falling from freight train on which he was stealing a ride; afterwards died.

April 30, 1881. Albert Brubaker, tinsmith, Millersburg, while driving across track was struck by engine and left hip bruised, hand skinned, head and body slightly cut and bruised.

June 13, 1881. Richard E. Dukemiller, brakeman, left side bruised while coupling cars.

June 15, 1881. Richard Gladfelter, killed, and Levi Reichert, injured, near Hanover Junction, by being struck by a freight engine.

June 16, 1881. Eli Day, brakeman, right hand injured while coupling cars in Harrisburg yard.

July 6, 1881. Henry Fowble, work-train laborer, arm broken by the handles of a derrick flying around and striking him.

July 8, 1881. Charles Swartz, boy, fatally injured near Shrewsbury while attempting to jump on a freight train in motion.

July 14, 1881. Henry Krake, work-train laborer, finger crushed by a frog falling on it at Bridgeport.

July 14, 1881. Frank K. Long, brakeman, back, breast, and arm injured while coupling cars at Selins Grove Junction.

July 21, 1881. John D. Mutch, brakeman, arm cut and bruised while coupling cars at Marysville.

August 14, 1881. James Lower, residence Mahantongo, got on train at Millersburg, and fell under wheels and instantly killed.

August 20, 1881. Henry Peters, brakeman, right arm injured while coupling cars at Millersburg.

September 8, 1881. John Montz, brakeman, left hand injured while coupling cars in Sunbury yard.

October 4, 1881. Daniel Smeltzer, brakeman, hand injured while coupling cars in Sunbury yard.

October 8, 1881. Henry Bucher, fireman, thrown off engine in Sunbury yard and leg injured.

October 13, 1881. William A. Jones, brakeman, killed by falling off his train near Bridgeport.

October 17, 1881. Frederick Z. Cassell, laborer in York Haven quarry, knocked down and crushed by a stone falling from an upper ledge in the quarry; resulted fatally.

October 24, 1881. John W. Fox, residence Halifax, tried to get off freight train at Dauphin; fell under cars and had legs crushed; died same day.

November 23, 1881. William J. Hoff, brakeman, killed by falling off his train near Marysville.

November 29, 1881. John Noel, car inspector, run over while working under a train in York yard.

December 1, 1881. Charles Boyer, yard brakeman, hand injured while coupling cars in Sunbury yard.

December 13, 1881. David Heffelfinger, yard brakeman, right hand injured while coupling cars.

December 30, 1881. John P. George, brakeman, hand crushed while coupling cars at York.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, G. B. Roberts, president of the Northern Central Railway Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*

Sworn and subscribed before me, this 4th day of February, A. D. 1882.

JNO. C. SIMS, Jr., *Notary Public.*

STATE OF MARYLAND, }
City of Baltimore, } ss:

Personally appeared before me, J. S. Leib, treasurer of the Northern Central Railway Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper offi-

cers and agents of this company, and having carefully examined the same, declares them to be a full, true, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this 8d day of February, A. D. 1882.
THOS. KELL BRADFORD, *Notary Public.*

REPORT
OF THE
North Pennsylvania Railroad Company, for the year ending October 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Franklin A. Comly, President,	407 Walnut street, Philadelphia.
John S. Wise, Secretary and Treasurer,	407 Walnut street, Philadelphia.
William Roth Wister, General Solicitor,	407 Walnut street, Philadelphia.

General offices at 407 Walnut street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
John Jordan, junior,	Philadelphia, Pa.
William C. Ludwig,	Philadelphia, Pa.
Edward C. Knight,	Philadelphia, Pa.
Alfred Hunt,	Bethlehem, Pa.
Thomas Smith,	Philadelphia, Pa.
Ario Pardee,	Hazleton, Pa.
James H. Stevenson,	Philadelphia, Pa.
Richard J. Dobbins,	Philadelphia, Pa.
Charles A. Sparks,	Philadelphia, Pa.
Edwin H. Fidler,	Philadelphia, Pa.
Thomas P. Stotesbury,	Philadelphia, Pa.
Thomas Cochran,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law, with privilege of increasing,	\$1,500,000	00
Capital stock authorized by votes of company,	6,000,000	00
Capital stock, amount subscribed,	4,401,000	00
Capital stock, total amount now paid in,	4,401,000	00
Capital stock, number of shares issued, 88,020		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1885, bear interest at 6 per cent., which is payable January 1 and July 1,) amount,	\$1,930,500	00
Second mortgage bonds, (due May 1, 1896, bear interest at 7 per cent., which is payable May 1 and November 1,) amount,	1,500,000	00
Third or general mortgage bonds, (due January 1, 1903, bear interest at 7 per cent., which is payable January 1 and July 1,) amount,	2,569,500	00
Six per cent. registered loan, (due November 1, 1905, bear interest at 6 per cent., which is payable September 1 and March 1,) amount,	1,112,000	00
Total amount now of funded debt,	\$7,112,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$44,656	96
The amount now of floating debt,	44,656	96
Total amount now of floating and funded debt,	\$7,156,656	96
Funded debt as per last report,	\$6,017,000	00
Floating debt as per last report,	1,142,224	75
Total cash realized from capital stock and debt,	\$11,557,656	96

COST.

Total cost of entire road to date, \$8,397,719 61; telegraph, \$12,806 19, .	\$8,410,525	80
Total cost of entire equipment,	\$1,750,935	65

CHARACTERISTICS OF ROAD.

Main Line.	MILES.		
	Whole length.	Length in Penn'a.	
Length of main line, from Philadelphia (Willow street) to Beth- heın,	55.6	55.6	
Length of single main track,	29.3	29.3	
Length of double main track,	26.3	26.3	
Branches.			
Delaware River branch, from Jenkin- town to middle of Delaware river, }	Length of double track,	20.5	20.5
Doylestown branch, from Lansdale to }	Length of branch, . . .	10.3	10.3
Doylestown, }	Length of single track, .	10.3	10.3
Shimersville branch, (out of use,) from }	Length of branch, . . .	1.8	1.8
Iron Hill to Shimersville, }	Length of single track, .	1.8	1.8
Aggregate length of main line and branches,	135	135	
Aggregate length of sidings and other track not above enumer- ated,	33.62	33.62	
Aggregate length of main line, branches, leased roads, sidings, and other track,	168.62	168.62	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	90.51
Miles of steel rail in use,	78.11
Weight of rail per yard, { Iron,	56 and 58 lbs.
{ Steel,	50, 60, & 66 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	31
Wooden bridges, number of, 4 ; aggregate length,	575 feet.
Stone bridges, number of, 1 ; aggregate length,	241 feet.
Iron bridges, number of, 25 ; aggregate length,	3,538 feet.
Wooden trestles, number of, 1 ; aggregate length,	1,980 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Connecting railroad, near Erie Avenue station ; Philadelphia, Newtown and New York railroad, at Beth Ayres station.

What railroads cross your road, either over or under your grade, in this Commonwealth? Philadelphia and Reading railroad at Gunner's run.

Stations.

Number of stations on main road : Passenger, 37 ; freight, 40 ; total,	77
Number of stations on branches : Passenger, 17 ; freight, 17 ; total,	34
Number of engine-houses and shops in Pennsylvania, 8 ; total number entire road,	8
Number of wood and water stations on main road,	9
Number of wood and water stations on branches,	3
Value of real estate held by the company, exclusive of roadway,	\$1,280,323 47
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	All.
Number of tunnels, 2 ; aggregate length,	2,660 feet.

How is track laid and on what foundation? Iron and steel rails, with rolled iron chairs and splices, and with heavy cross-ties, mostly white oak, on cinder, gravel, and stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	4	\$11,375	00
Number of locomotives of more than 30 tons weight,	37	14,404	00
Number of locomotives of more than 20 tons weight,	10	11,418	00
Number of locomotives of more than 10 tons weight,	7	7,985	00
Number of first-class passenger cars,	68	4,500	00
Number of baggage, mail, and express cars,	32	2,200	00
Number of freight cars, { House cars, . 402 }	615	600	00
{ Trucks, . . 213 }			
Number of coal, ore, and stone cars,	528	210	00
Number of shop cars,	5		

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,
February, 1881,	\$188,944 28	\$188,944 28
March, 1881,
April, 1881,
May, 1881,	188,882 10	188,882 10
June, 1881,
July, 1881,
August, 1881,	200,275 05	200,275 05
September, 1881,
October, 1881,	200,278 72	200,278 72
November, 1881,
December, 1881,
Total,	\$778,375 15

EARNINGS.

All sources of income,	\$778,375 15
Total,	\$778,375 15

On the 14th day of May, 1879, the railroad property and plant of this company was leased to the Philadelphia and Reading Railroad Company for nine hundred and ninety-nine years, from the 1st day of May, 1879, since which time the road has been operated by that company.

TERMS.—The lessees to pay a yearly rent, in four equal quarterly payments, equal to all the interest on the bonds of the company, six per cent. upon the floating debt, and for the first and second years of said term six per cent., third and fourth years, seven per cent., and during the fifth and succeeding years eight per cent. upon the capital stock of the company. Lessees to pay all taxes upon the capital stock, gross receipts, etc., as the same shall fall due, and also the yearly rent of \$12,000 for defraying the expenses of maintaining the corporate organization of the company.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$4,401,000 00

Rate and date of all cash dividends on stock of original and consolidated companies :

1880, November 25, quarterly dividend of $1\frac{1}{2}$ per cent.

1881, February 25, quarterly dividend of $1\frac{1}{2}$ per cent.

1881, May 25, quarterly dividend of $1\frac{1}{2}$ per cent.

1881, August 25, quarterly dividend of $1\frac{3}{4}$ per cent.

Number and per cent. of dividends: Three dividends of $1\frac{1}{2}$ per cent. and one dividend of $1\frac{3}{4}$ per cent.		
Amount paid in dividends,	\$275,024	12
Amount chargeable to interest on bonds,	467,415	00
Amount chargeable to interest on floating debt,	12,548	16
Amount paid for salaries, rent, and incidental office expenses,	11,208	70
	\$766,190	98

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Franklin A. Comly, president, and John S. Wise, treasurer, of the North Pennsylvania Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*
J. S. WISE, *Treasurer.*

Sworn and subscribed before me, this 18th day of January, A. D. 1882.
JOSHUA COMLY, *Notary Public.*

REPORT

OF THE

Oil City and Ridgeway Railway and Mining Company,
for the year ending December 31, 1881.

OFFICERS.	
<i>Names.</i>	<i>Residences.</i>
J. W. Jones, President,	Philadelphia.
Joseph R. Trimble, Secretary and Treasurer,	Philadelphia.
R. D. McCreary, Superintendent.	

General offices, 256 South Third street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
C. H. Clark,	Philadelphia.
George F. Tyler,	Philadelphia.
B. K. Jamison,	Philadelphia.
E. A. Rollins,	Philadelphia.
H. M. Sill,	Philadelphia.
A. W. Martin,	New York city.

CAPITAL STOCK.		
Capital stock authorized by law,	\$300,000	00
Capital stock authorized by votes of company,	300,000	00
Capital stock, amount subscribed.*		
Capital stock, total amount now paid in.*		
Capital stock, number of shares issued, 1,731		
Capital stock, amount paid in on each share.*		
Capital stock, par value of each share,	50	00

* The property and franchises of the Cranberry Coal Company, were sold at a judicial sale, and the purchasers organized this company. The stock was issued for the property so purchased.

37 RAILROAD REPORT.

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1888, bear interest at 6 per cent., which is payable January and July 1,) amount,	\$15,000	00
Total amount now of funded debt,	\$15,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	56,427	43
Total amount now of floating and funded debt,	\$71,427	43

COST.

Total cost of entire road and equipment to date,	\$71,427	43
Average of same per mile of road laid,	\$11,900	00
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment: Included in foregoing statement.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line from Oil City to Cranberry mines,	6	6
Length of single main track,	6	6

Gauge.

What is the gauge of your lines ? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 6
 Weight of rail per yard, iron, 56 lbs.

Bridges and Trestles.

Wooden bridges, number of, 6 ; aggregate length, 90 feet.
 Stone bridges, number of, None.
 Iron bridges, number of, None.
 Wooden trestles, number of, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? None.

What railroads cross your road, either over or under your grade, in this Commonwealth ? None.

Stations.

Number of stations on main road, None.
 Number of stations on branches, None.
 Number of stations on leased roads, None.

Number of engine-houses and shops in Pennnsylvania, 1 ;
total number entire road, 1
Value of real estate held by the company, exclusive of road-
way, \$33,800 00
Value of real estate held by the company, exclusive of road-
way in Pennsylvania, 33,800 00
How is track laid and on what foundation? Cross-ties, and ballasted.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	1	\$10,000	00
Number of coal, ore and stone cars,	29	9,150	00

Employees.
Average number of persons regularly employed by com-
pany, including officials, 25
Same in Pennsylvania, 25

DOINGS OF THE YEAR.
Transportation and Total miles run.
Number of tons of 2,000 pounds of through freight for the
year on main road, 3,893
Number of tons of freight carried one mile, 23,358
Number of tons of freight carried one mile in Pennsylvania, 23,358
Gross amount of tonnage for the year, (2,000 pounds per
ton,) 3,893
Average rate of speed adopted by freight trains, including
stops, (miles per hour,) 10

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.
Bituminous coal, 3,893

Rate per ton (of 2,000 pounds) per mile charged for Freight.
For through coal, per ton per mile, 2 cents.

MONTHLY EARNINGS FOR THE YEAR.
From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.		Total.	
January, 1881,
February, 1881,
March, 1881,
April, 1881,
May, 1881,
June, 1881,
July, 1881,	}
August, 1881,						
September, 1881,						
October, 1881,						
November, 1881,						
December, 1881,						
Total,	\$7,618	21	\$7,618	21

Total earnings from all other sources,	\$7,618	21
Total earnings for the year,	\$7,618	21
Proportion of earnings in Pennsylvania to earnings of whole line, . .	\$7,618	21

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$71,427	43
Total,	\$71,427	43
Proportion for Pennsylvania,	\$71,427	43

MISCELLANEOUS.

Total expenditures for operating the road and mines, (not classified,)	\$7,618	21
Total charged to road and equipment,	56,427	43

EARNINGS.

All other sources of income,	\$7,618	21
Total,	\$7,618	21
Operating Expenses.		
Total operating expenses, being 100 per cent. of earnings,	7,618	21
Earnings per mile of road operated,	\$1,269	70
Expenses per mile of road operated,	1,269	70

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? None.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$86,550 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Joseph R. Trimble, treasurer of the Oil City and Ridgeway Railway and Mining Company, who, being duly affirmed, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) JOSEPH R. TRIMBLE, *Treasurer.*

Affirmed and subscribed before me, this 14th day of February, A. D. 1882.

JOHN A. GLENN, *Notary Public.*

REPORT

OF THE

Olean, Bradford and Warren Railway Company, for
the year ending December 31, 1881.

OFFICERS.	
<i>Names.</i>	<i>Residences.</i>
B. D. Hamlin, President,	Smethport, Pa.
H. C. Jewett, Vice President,	Buffalo, N. Y.
C. S. Cary, Secretary,	Olean, N. Y.
F. S. Buell, Treasurer,	Buffalo, N. Y.
C. S. Cary, General Solicitor,	Olean, N. Y.
George S. Gatchell, Chief Engineer,	Buffalo, N. Y.
C. S. Cary, General Manager,	Olean, N. Y.
J. W. Watson, General Superintendent,	Olean, N. Y.

General offices at Olean, N. Y., in 1881. Removed to Buffalo, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
S. S. Jewett,	Buffalo, N. Y.
H. C. Jewett,	Buffalo, N. Y.
W. H. Glenny,	Buffalo, N. Y.
W. R. Davenport,	—
C. S. Cary,	Olean, N. Y.
B. D. Hamlin,	Smethport, Pa.
E. J. Ralph,	Buffalo, N. Y.
W. G. Roberts,	Eldred, Pa.
George Bradley,	Eldred, Pa.
D. R. Hamlin,	Smethport, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$300,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued, 1,500		
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

FLOATING DEBT.

Debt incurred for any other purpose, and for what: Vouch- ers and pay-rolls for December,	\$10,983 89
--	-------------

COST.

Total cost of entire road to date,	\$141,452	40
Average of same per mile of road laid,	\$13,562	00
Proportion of same for Pennsylvania,	13,562	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from State line to Bradford,		10.43
Length of single main track,		10.43
Aggregate length of main line and branches,		10.43
Aggregate length of sidings and other track not above enumer- ated,		1.50
Aggregate length of main line, branches, leased roads, sidings, and other track,		11.93

Gauge.

What is the gauge of your lines?	3 feet.
--	---------

Track.

Miles of iron rail in use,	10.43
Miles of steel rail in use,	None.
Weight of rail per yard, iron,	40 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	14
Wooden bridges, number of, 1; aggregate length,	72 feet.
Stone bridges, number of,	None.
Iron bridges, number of,	None.
Wooden trestles, number of, 13; aggregate length,	2,566 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger and freight,	8
Number of stations on branches: Passenger and freight, .	None.
Number of stations on leased road: Passenger and freight,	None.
Number of engine-houses and shops in Pennsylvania, 1; total number entire road,	2
Number of wood and water stations on main road, . . .	1
Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads, . .	None.
Number of tunnels,	None.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight,	3	
Number of first-class passenger cars,	2	
Number of second-class passenger cars,	2	
Number of baggage, mail, and express cars,	2	
Number of freight cars, { House cars, 10, } Trucks, 33, . . }	43	
Number of coal, ore, and stone cars,	36	

What kind of train-brake is in use on your road? Freight trains use hand-brake, passenger trains use air-brake.

Average number of cars in passenger trains, including baggage cars, 3

Average number of cars in freight trains, 5

Average weight of passenger trains, including locomotive and tender, in working order, 30 tons.

Average weight of freight trains, including locomotive and tender, in working order, 40 tons.

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	27,800
Number of miles run by freight and coal trains,	12,814
Number of through passengers for the year on main road,	Not kept.
Number of passengers (all classes) carried in cars, . . .	156,277
Number of passengers carried one mile,	708,455
Number of passengers carried one mile in Pennsylvania, .	708,455
Number of tons of 2,000 pounds of through freight for the year on main road,	Not kept.

Number of tons of freight carried one mile,	Not kept.
Number of tons of freight carried one mile in Pennsylvania,	236,646
Gross amount of tonnage for the year, (2,000 pounds per ton,)	22,689
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops, (miles per hour,)	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	8

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	10,370	July, 1881,	15,143
February, 1881,	9,757	August, 1881,	14,440
March, 1881,	13,502	September, 1881,	11,566
April, 1881,	14,376	October, 1881,	12,988
May, 1881,	15,435	November, 1881,	11,825
June, 1881,	14,424	December, 1881,	12,451

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite and bituminous coal,	6,122	Merchandise and manufactures,	9,439
Other iron or castings,	1,225	Lumber,	3,367
Agricultural products,	2,536		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	5 cents.
For first-class way passengers,	5 cents.
For second-class through passengers,	5 cents.
For second-class way passengers,	5 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,		\$4,247 26	
February, 1881,		3,966 16	
March, 1881,		5,121 14	
April, 1881,		5,120 66	
May, 1881,		5,521 65	
June, 1881,		5,309 24	
July, 1881,		5,810 66	
August, 1881,		5,471 07	
September, 1881,		5,124 41	
October, 1881,		5,040 99	
November, 1881,		5,117 90	
December, 1881,		4,997 80	
Total,		\$60,848 94	

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,		\$2,250 98	
February, 1881,		2,568 58	
March, 1881,		4,067 56	
April, 1881,		2,876 67	
May, 1881,		3,339 58	
June, 1881,		2,918 83	
July, 1881,		2,781 58	
August, 1881,		2,550 25	
September, 1881,		2,197 02	
October, 1881,		2,198 89	
November, 1881,		2,394 84	
December, 1881,		2,289 39	
Total,		\$32,429 17	

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	\$121 49	\$202 26	\$554 41	
February, 1881,		216 60	466 16	
March, 1881,		214 76	1,147 68	
April, 1881,	121 99	273 27	428 19	
May, 1881,		338 93	342 52	
June, 1881,		322 49	419 33	
July, 1881,	121 22	278 91	678 43	
August, 1881,		261 66	595 97	
September, 1881,		274 91	1,061 11	
October, 1881,	112 36	282 84	1,316 62	
November, 1881,	153 26	321 28	1,942 81	
December, 1881,		296 66	1,803 93	
Total,	\$630 32	\$3,284 57	\$10,787 16	\$14,702 05

Total passenger earnings for the year,	\$60,848 94
Total freight earnings for the year,	32,429 17
Total earnings from all other sources,	14,702 05
Total earnings for the year,	\$107,980 16

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Passenger and freight-houses,	\$341 20
Engine-houses, car sheds, wood and coal sheds, and water tanks,	174 00
New mail and baggage cars,	450 00
New freight cars,	171 58
New machine shops, machinery, and tools,	528 51
Any other expenditures chargeable to this account,	141 62
Total,	\$1,806 91

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$8,884	66
New iron rails,	2,550	43
Repairs of bridges,	1,398	59
Repairs of buildings and fixtures,	1,820	39
Repairs of fences,	64	50
All other expenses for maintenance of way,	2,544	49
Total for maintenance of way,	\$16,758	06

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$5,306	41
Repairs of machinery,	378	37
Repairs of passenger, baggage, and mail cars,	3,098	41
Repairs of freight cars,	2,147	17
All other expenses for maintenance of motive power and cars, . . .	1,633	54
Total for maintenance of motive power and cars,	\$12,563	90

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	\$4,534	16
Salaries, wages, and incidentals chargeable to freight department, .	12,431	63
Wages of switchmen, signalmen, gatekeepers, watchmen, engine- men, and firemen,	5,537	55
Fuel, coal, cost,	6,143	99
Oil and waste,	985	24
Damages for cattle killed or injured,	185	62
Damage for loss of goods and baggage,	570	90
Taxes,	1,163	79
Insurance,	586	84
Telegraph expenses,	91	12
Printing and stationery,	782	07
Amount paid corporations or individuals for use of cars,	83	00
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	3,794	16
Total miscellaneous,	\$36,890	07
Total expenditures for operating the road,	\$66,212	03
Total charged to road and equipment,	1,806	91

EARNINGS.

Passenger transportation, local,	} Total,	\$80,848	94
Passenger transportation, through,			
Freight transportation, local,	} Total,	32,429	17
Freight transportation, through,			
Mail service,		630	32
Express service,		3,284	57
Rents,		300	00
All other sources of income,		10,487	16
Total,		\$107,980	16
Operating Expenses.			
Maintenance of way and buildings,		\$16,758 06	
Maintenance of motive power and cars,		12,563 90	
Miscellaneous,		36,890 07	
Total operating expenses,		66,768	08
Net earnings,		\$41,768	18
Earnings per mile of road operated,		\$10,352	84
Expenses per mile of road operated,		6,347	27

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc. ? American Express Company ; pay by weight.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates ? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service ? Pay by weight according to law and regulation of Post Office Department.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.

Amount of common stock now outstanding, \$150,000 00

Amount of stock issued as stock dividends, and dates of issue, None.

Rate and date of all cash dividends on stock of original and consolidated companies :

February 1, 2 per cent., \$3,000 00

March 3, 2 per cent., 3,000 00

March 18, 6 per cent., 9,000 00

April 1, 2 per cent., 3,000 00

Number and per cent. of dividends: Three at 2 per cent., one at 6 per cent.		
Amount paid in dividends,	\$18,000	00
Balance for the year, or surplus,	\$41,768	13
Surplus at commencement of the year,	18,367	78
Total surplus,	\$60,135	91
Surplus invested as follows:		
Cash and loans,	\$38,213	77
Balance of accounts due company,	11,743	33

STATE OF NEW YORK, }
County of Erie, City of Buffalo, } ss :

Personally appeared before me, George S. Gatchell, general superintendent, and Franklin S. Buell, treasurer, of the Olean, Bradford and Warren Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) GEO. S. GATCHELL, *General Superintendent.*
 FRANKLIN S. BUELL, *Treasurer.*

Sworn and subscribed before me, this 11th day of February, A. D. 1882.
WM. JOHNSON,
*Commissioner of Deeds for the State of Pennsylvania, residing
at the city of Buffalo, county of Erie, and State of New York.*

REPORT
OF THE
*Parker and Karns City Railroad Company, for the
five months ending May 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
F. Parker, President,	Parker City.
H. R. Fullerton, Vice President,	Parker City.
W. C. Mobley, Secretary, Treasurer, and General Superintendent,	Parker City.
<i>Names of Directors.</i>	<i>Residences.</i>
F. Parker,	Parker City.
W. J. Parker,	Parker City.
H. R. Fullerton,	Parker City.
E. Y. Fullerton,	Parker City.
R. L. Brown,	Kittanning.
A. B. Davitt,	Oil City.

CAPITAL STOCK.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued, 8,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due October 1, 1878, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$26,000	00
Total amount now of funded debt,	\$26,000	00
Floating Debt.		
Total amount now of floating and funded debt,	\$26,000	00
Funded debt, as per last report,	\$26,000	00

COST.

Total cost of entire road to date,	\$234,127	74
Average of same per mile of road laid,	\$22,297	88
Proportion of same for Pennsylvania,	22,297	88
Total cost of entire equipment,	\$74,991	61
Average cost of equipinent per mile of road operated by company, . .	7,142	06
Proportion of same to Pennsylvania,	7,142	06
Cost of road and equipment per mile,	29,439	94
Proportion of same for Pennsylvania,	29,439	94

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Parker junction to Karns City, . . .	10½	10½
Length of single main track,	10½	10½
Aggregate length of main line and branches,	10½	10½
Aggregate length of sidings and other track not above enumerated,	1¼	1¼
Aggregate length of main line, branches, leased roads, sidings, and other track,	11¾	11¾

Gauge.

What is the gauge of your lines ? 3 feet.

Track.

Miles of iron rail in use,	10½
Weight of rail per yard, iron,	30 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	23
Wooden bridges, number of, 23; aggregate length, . . .	2,700 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Allegheny Valley railroad, at Parker junction.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 10; freight, 11; total,	11
Number of engine-houses and shops in Pennsylvania, 1; total number entire road,	1
Number of wood and water stations on main road, . . .	3

How is track laid, and on what foundation? Oak and hemlock ties, stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight,	2	\$6,100	00
Number of first-class passenger cars,	8	3,300	00
Number of second-class passenger cars,	2	1,250	00
Number of baggage, mail, and express cars,	2	1,425	00
Number of freight cars, { House cars, 13, {	43	478	00
{ Trucks, 30,			
Number of coal, ore, and stone cars,	2	520	00

What kind of train-brake is in use on your road? The Westinghouse improved air-brake.

Average number of cars in passenger trains, including baggage cars: Mixed trains run during the time.

Employees.

Average number of persons regularly employed by company, including officials,	70
---	----

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	7,875
Number of miles run by freight trains,	7,875
Number of passengers carried one mile,	118,161
Number of tons of freight carried one mile,	93,668
Number of tons of freight carried one mile in Pennsylvania,	93,668

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	10
Average rate of speed adopted by express trains, including stops, (miles per hour,)	10
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.			
January, 1881,	19,873	April, 1881,	27,628
February, 1881,	17,539	May, 1881,	24,145
March, 1881,	28,976		

Amount of Freight, specifying the quantity in tons of 2,000 pounds.	
Merchandise and manufactures,	8,515

Rate of Fare for Passengers charged for the respective classes per mile.	
For first-class through passengers,	4 cents.

Rate per 100 pounds per mile charged for Freight.	
For through freight, per 100 pounds per mile,	4 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$794	91
February, 1881,	701	55
March, 1881,	1,159	05
April, 1881,	1,105	11
May, 1881,	965	79
June, 1881,
July, 1881,
August, 1881,
September, 1881,
October, 1881,
November, 1881,
December, 1881,
Total,	\$4,726	41

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$694	96
February, 1881,	692	75
March, 1881,	691	19
April, 1881,	901	07
May, 1881,	766	76
June, 1881,
July, 1881,
August, 1881,
September, 1881,
October, 1881,
November, 1881,
December, 1881,
Total,	\$3,746	73

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881, . . .	\$55	79	\$44	90	\$28	98	\$129	67
February, 1881, . . .	55	79	89	59	85	86	181	24
March, 1881, . . .	55	79	51	12	28	16	135	07
April, 1881, . . .	55	79	52	03	71	91	179	73
May, 1881, . . .	55	79	73	88	88	79	167	96
June, 1881, . . .	.	.	.	.	.	.	.	.
July, 1881, . . .	.	.	.	.	.	.	.	.
August, 1881, . . .	.	.	.	.	.	.	.	.
September, 1881, . . .	.	.	.	.	.	.	.	.
October, 1881, . . .	.	.	.	.	.	.	.	.
November, 1881, . . .	.	.	.	.	.	.	.	.
December, 1881, . . .	.	.	.	.	.	.	.	.
Total, . . .	\$278	95	\$261	02	\$258	70	\$793	67
Total passenger earnings for the year,							\$4,726	41
Total freight earnings for the year,							3,746	73
Total earnings from all other sources,							793	67
Total earnings for the year,							\$9,266	81
Total receipts from all sources on whole length of line,							\$9,266	81

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$146	16
New freight cars, number of, 6,	1,524	91
Total,	\$1,671	07

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of bridges,	\$166	75
Repairs of buildings and fixtures,	27	68
Total for maintenance of way,	\$194	43
Cost per mile of road kept in repair,	\$18	52
Proportion for Pennsylvania,	18	52

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$453	36
Repairs of machinery,	14	19
Repairs of passenger, baggage, and mail cars,	296	17
Repairs of freight cars,	484	77
All other expenses for maintenance of motive power and cars,	569	91
Total for maintenance of motive power and cars,	\$1,818	40
Cost per mile of road operated,	\$173	18
Proportion for Pennsylvania,	173	18

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	{	\$2,270	10
Salaries, wages, and incidentals chargeable to freight department, . .			
Wages of switchmen, signalmen, gatekeepers, and watchmen,		9	69
Fuel—coal,		999	43
Oil and waste,		17	65
Damage for loss of goods and baggage,		10	92
Taxes,		225	00
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .		306	19
Total miscellaneous,		\$3,838	98
Amount per mile of road operated,		\$365	62
Proportion for Pennsylvania,		865	62
Total expenditures for operating the road,		5,851	81
Total charged to road and equipment,		1,671	07
Expenses per mile of road operated,		716	46
Expenses per mile of single track operated, not including sidings, . .		716	46
Proportion for Pennsylvania,		716	46

EARNINGS.

Passenger transportation, local,	{	Total,	\$4,726	41
Passenger transportation, through,				
Freight transportation, local,	{	Total,	3,746	78
Freight transportation, through,				
Mail service,			278	95
Express service,			261	02
All other sources of income,			253	70
Total,			\$9,266	81
Operating Expenses.				
Maintenance of way and buildings,			\$194	43
Maintenance of motive power and cars,			1,818	40
Miscellaneous,			3,838	98
Total operating expenses, being 63 per cent. of earnings,			5,851	81
Net earnings,			\$3,415	00
Earnings per mile of road operated,			\$882	55
Expenses per mile of road operated,			557	31
Net earnings,			\$325	24
Interest,			\$1,078	42
Toll,			686	50
Earnings over interest and toll,			1,650	08

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Union Express Company, paying 18 cents per 100 pounds through rate, and proportionate amounts for intermediate distances.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$669 47.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$150,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

STATE OF PENNSYLVANIA,)
County of Allegheny,) ss:

Personally appeared before me, W. C. Mobley, secretary and treasurer of the Parker and Karns City Railroad Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the five months ending May 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) W. C. MOBLEY, *Secretary and Treasurer.*

Sworn and subscribed before me, this 24th day of February, A. D. 1882.
J. P. GREER, *Notary Public.*

REPORT

OF THE

*Peach Bottom Railway Company, for the year ending
December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Charles R. McConkey, President,	Peach Bottom, Pa.
Samuel Dickey, Vice President,	Oxford, Pa.
William Wallace, Secretary,	York, Pa.
A. C. Manifold, Treasurer,	Hopewell Center, Pa.
John Blackford, General Solicitor,	York, Pa.
S. M. Manifold, Middle Division Superintendent,	York, Pa.
J. A. Alexander, Eastern Division Superintendent, (deceased,)	Oxford, Pa.
General offices at York, Pa., and Oxford, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel Dickey,	Oxford, Pa.
John A. Alexander, (deceased,)	Oxford, Pa.
William Wallace,	York, Pa.
John H. Small,	York, Pa.
Michael Schall,	York, Pa.
A. C. Manifold,	Hopewell Center, Pa.
John Humphrey,	West Bangor, Pa.
William G. Ross,	Airville, Pa.
J. Penrose Ambler,	Fulton House, Pa.
R. B. Patterson,	Spruce Grove, Pa.
Dr. C. H. Hubbs,	Wakefield, Pa.
Isaac Bradley,	Wakefield, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	271,600	00
Capital stock, total amount now paid in,	226,060	40
Capital stock, number of shares issued,	4,521	
Capital stock, amount paid in on each share,	41	61
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt		
First mortgage bonds, (due 1903, Middle Division, bear interest at 5 cent., which is payable semi-annually, May and November,) amount,	\$323,600	00
Second mortgage bonds, (due 1903, Eastern Division, bear interest at 7 per cent., which is payable semi-annually, January and July,)	240,000	00

COST.

Total cost of entire equipment,	\$74,240	00
Average cost of equipment per mile of road operated by company,	\$1,856	00
Proportion of same to Pennsylvania,	All.	

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from York to Oxford,	60	60
Length of single main track,	55	55

Gauge.

What is the gauge of your lines? 8 feet.

Track.

Miles of iron rail in use, 62
Miles of steel rails in use, 1

Weight of rail per yard, { Iron, 30 pounds.
 { Steel, 30 & 40 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 33
Wooden bridges, number of, 19; aggregate length, 950 feet.
Stone bridges, None.
Iron bridges, None.
Wooden trestles, number of, 14; aggregate length, 1,758 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? Philadelphia and Baltimore Central railroad at Oxford, Pa.

Stations.

Number of stations on main road: Passenger, 36; freight, 40; total, 40
Number of engine-houses and shops in Pennsylvania, 4; total number entire road, 4
Number of wood and water stations on main road, 6
Value of real estate held by the company, exclusive of road-way, \$36,000 00

How is track laid, and on what foundation? 18.1 stone ballast; balance, gravel.

Equipment.	Number.	Average value of each	
Number of locomotives of more than 10 tons weight,	5	\$6,100	00
Number of first-class passenger cars,	3	2,700	00
Number of second-class passenger cars,	6	1,425	00
Number of baggage, mail, and express cars,	2	1,200	00
Number of freight cars, { Horse cars, 8, { Total,	14	307	00
{ Truck cars, 6, }			
Number of coal, ore, and stone cars,	31	300	00

What kind of train-brake is in use on your road? Hand.
Average number of cars in passenger trains, including baggage cars, 3
Average number of cars in freight trains, 6
Average weight of passenger trains, including locomotive and tender, in working order, 50 tons.
Average weight of freight trains, including locomotive and tender, in working order, 90 tons.

Employees.

Average number of persons regularly employed by company, including officials, 50
Same in Pennsylvania, 50

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of passengers (all classes) carried in cars, . . .	45,654
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . .	23,022
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . .	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	1,187	July, 1881,	11,676
February, 1881,	1,505	August, 1881,	4,472
March, 1881,	2,876	September, 1881,	3,809
April, 1881,	3,186	October, 1881,	4,582
May, 1881,	2,864	November, 1881,	2,645
June, 1881,	4,011	December, 1881,	2,841

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	1,447	Stone and lime,	1,713½
Bark,	215½	Leaf tobacco,	629.3
Cord wood,	4,684½	Merchandise and manufactures, . .	2,287
Cross ties,	1,550	Live stock,	200
Railroad iron,	19½	Lumber,	1,195½
Fertilizers,	2,903	Other articles, slate,	3,718.3
Grain,	2,459½		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3 cents.
---	----------

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For local freight, per ton per mile,	4 cents.
For local coal, per ton per mile,	3 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Middle Div.		Local.		Total.	
January, 1881,	\$555	80	.	.	.	.
February, 1881,	731	47	.	.	.	.
March, 1881,	1,417	55	.	.	.	.
April, 1881,	1,462	46	.	.	.	.
May, 1881,	1,144	87	.	.	.	.
June, 1881,	1,195	49	.	.	.	.
July, 1881,	1,802	17	.	.	.	.
August, 1881,	1,516	26	.	.	.	.
September, 1881,	1,158	12	.	.	.	.
October, 1881,	1,859	84	.	.	.	.
November, 1881,	1,164	80	.	.	.	.
December, 1881,	1,213	15	.	.	.	.
Total,	\$15,221	98	.	.	.	.

From Transportation of Freight.

Middle division, \$25,419 64

From all other Sources.

MONTHS.	Middle Div.		Express.		Miscellaneous.		Total.
January, 1881, . .	\$129	14	.	.	.	.	.
February, 1881, .	129	14	.	.	.	.	.
March, 1881, . .	129	14	.	.	.	.	.
April, 1881, . . .	129	14	.	.	.	.	.
May, 1881,	129	14	.	.	.	.	.
June, 1881,	129	14	.	.	.	.	.
July, 1881,	140	11	.	.	.	.	.
August, 1881, . .	140	11	.	.	.	.	.
September, 1881, .	140	11	.	.	.	.	.
October, 1881, . .	140	11	.	.	.	.	.
November, 1881, .	140	11	.	.	.	.	.
December, 1881, .	140	11	.	.	.	.	.
Total,	\$1,615	50	.	.	.	.	.

Total passenger earnings for the year,	\$15,221	98
Total freight earnings for the year,	25,419	64
Total earnings from all other sources,	1,825	50
Total earnings for the year,	\$42,467	12
Total receipts from all sources on whole length of line : No report from Eastern division.		
Proportion of earnings in Pennsylvania to earnings of whole line : No report from Eastern division.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New freight cars, number of, 4,	\$1,200	00
Any other expenditures chargeable to this account,	3,133	19
Total,	\$4,333	19

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$5,643	63
New steel rails and fastenings, number of tons, 100,	7,162	63
Total for maintenance of way,	\$10,806	26
Cost per mile of road kept in repair,	\$365	89

Cost of maintenance of Motive Power and Cars.

Total for maintenance of motive power and cars,	\$2,665	71
Cost per mile of road operated,	\$76	16

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	{	\$7,317	33
Salaries, wages, and incidentals chargeable to freight department, . .			
Fuel—wood,	{	3,165	58
Fuel—coal,			
Oil and waste,		459	29
Transfer express,		214	64
Taxes,	{	146	78
Insurance,			
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .		4,841	60
Total miscellaneous,		\$16,235	22
Total expenditures for operating the road,		\$31,707	29
Total charged to road and equipment,		2,333	19

EARNINGS.

Passenger transportation, local,	{ Total,	\$15,221	98
Passenger transportation, through,			
Freight transportation, local,	{ Total,	25,419	64
Freight transportation, through,			
Mail service,		1,615	50
Rents,		210	00
Total,		\$42,467	12
Operating Expenses.			
Maintenance of way and buildings,		\$10,806	26
Maintenance of motive power and cars,		2,665	71
Miscellaneous,		16,235	22
Total operating expenses,		29,707	19
Net earnings,		\$12,759	93

Charles R. McConkey, who makes this report, also reports specially, under oath, that proceedings in foreclosure were begun on a certain mortgage on the eastern division of the Peach Bottom Railway (to wit: That portion of the road located, constructed, and operated in Lancaster and Chester counties in the State of Pennsylvania) early in the year 1881, which proceedings resulted in a sale thereof in September, 1881, to C. W. Leavitt *et. al.*, which sale this deponent is informed and believes has been confirmed; that on April 27, 1881, proceedings in the circuit court of the United States for the Eastern district of Pennsylvania (in which also the above mentioned proceedings were had) were begun to foreclose a certain mortgage on the middle division of said road, (to wit: That portion located, constructed, and operated in the county of York, Pennsylvania,) and under said proceedings, this deponent was on the 20th day of May, 1881, appointed receiver of the said middle division of said road, and has since been, and still is receiver of the same, and makes this report as such receiver; that the said last mentioned proceedings also resulted in a sale of the said middle division of the said railway company on December 20, 1881, to John

H. Small, William G. Rose, and Charles R. McConkey, a committee of the bondholders of said middle division, which said last mentioned sale this deponent is informed and believes has also been confirmed.

CHAS. R. McCONKEY,
Receiver of Middle Division, Peach Bottom Railway.

Sworn and subscribed before me, this 1st February, 1882.

LUCIUS ROGERS,
Deputy Secretary of Internal Affairs.

STATE OF PENNSYLVANIA, { ss:
County of Dauphin, }

Personally appeared before me, Charles R. McConkey, receiver of middle division of Peach Bottom Railway Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) CHAS. R. McCONKEY,
Receiver of Middle Division, Peach Bottom Railway.

Sworn and subscribed before me, this 1st day of February, A. D. 1882.

LUCIUS ROGERS,
Deputy Secretary of Internal Affairs.

REPORT

OF THE

*Pennsylvania Railroad Company, for the year ending
December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George B. Roberts, President,	233 South Fourth street, Philadelphia.
A. J. Cassatt, First Vice President,	233 South Fourth street, Philadelphia.
Edmund Smith, Second Vice President,	233 South Fourth street, Philadelphia.
John C. Sims, Secretary.	233 South Fourth street, Philadelphia.
John D. Taylor, Treasurer,	233 South Fourth street, Philadelphia.
John Scott, General Solicitor,	233 South Fourth street, Philadelphia.
William H. Brown, Chief Engineer,	233 South Fourth street, Philadelphia.
Frank Thomson, General Manager,	233 South Fourth street, Philadelphia.

Charles E. Pugh, General Superintendent, . . . Altoona, Pa.
S. M. Prevost, Division Superintendent, West Philadelphia, Pa.
H. H. Carter, Division Superintendent, Harrisburg, Pa.
Robert Pitcairn, Division Superintendent, . . . Pittsburgh, Pa.

General offices at 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Roberts,	233 South Fourth street, Philadelphia.
Wistar Morris,	209 South Third street, Philadelphia.
Alexander M. Fox,	2453 Frankford avenue, Philadelphia.
Samuel M. Felton,	208 South Fourth street, Philadelphia.
Alexander Biddle,	1307 Walnut street, Philadelphia.
N. Parker Shortridge,	248 Chestnut street, Philadelphia.
Henry M. Phillips,	126 South Sixth street, Philadelphia.
D. B. Cummins,	Girard National Bank, Philadelphia.
Henry D. Welsh,	524 Marshall street, Philadelphia.
John Price Wetherill,	430 Walnut street, Philadelphia.
William L. Elkins,	129 Arch street, Philadelphia.
William Thaw,	Pittsburgh, Pa.
H. H. Houston,	308 Walnut street, Philadelphia.
Edmund Smith and A. J. Cassatt,	233 South Fourth street, Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$151,700,000	00
Capital stock authorized by votes of company,	99,248,450	00
Capital stock, amount subscribed,	77,672,750	00
Capital stock, total amount now paid in,	77,672,750	00
Capital stock, number of shares issued,	1,553,455	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
Balance first mortgage bonds, (due 1880, interest ceased,) outstand- ing, amount,	\$21,000	00
General mortgage bonds, (due 1910, bear interest at 6 per cent., which is payable semi-annually,) amount,	19,999,760	00
Consolidated mortgage bonds, (due 1905, bear interest at 6 per cent., which is payable, coupons semi-annually, and registered quar- terly,) amount,	28,324,060	00
Consolidated mortgage bonds, (due 1919, bear interest at 5 per cent., which is payable, coupons semi-annually, and registered quar- terly,) amount,	5,000,000	00
Navy-yard mortgage bonds, (due 1901, bear interest at 5 per cent.,) amount,	1,000,000	00
Total amount now of funded debt,	\$54,344,820	00
Funded debt, as per last report,	\$56,713,300	00
Total cash realized from capital stock and debt,	\$182,017,570	00
Debt due the State account of purchase of main line, interest at five per cent.,	3,561,365	78

COST.

Total cost of entire road to date,	\$36,495,018	33
Total cost of entire equipment,	\$19,877,223	15

CHARACTERISTICS OF ROAD.

		MILES.	
		Whole length.	Length in Penn'a.
Main Line Owned.			
Length of main line, from Harrisburg to Pittsburgh,		248.46	248.46
Length of double main track,		248.46	248.46
Branches Owned.			
Philadelphia and Columbia R. R., from West Philadelphia to Columbia, Pa.,	Length of branch, .	79.18	79.18
	Length of double track,	79.18	79.18
Filbert Street extension branch, from Broad street, Philadelphia, to West Philadelphia,	Length of branch, .	1.37	1.37
	Length of double track,	1.37	1.37
Schuylkill River branch, (P. R. R.) from Haverford street to Arsenal bridge,	Length of branch, . .	1.70	1.70
	Length of single track,	.04	.04
	Length of double track,	1.66	1.66
Delaware extension (P. R. R.) branch, from Arsenal bridge, West Philadelphia to Dock street depot,	Length of branch, . .	7.84	7.84
	Length of single track,	3.69	3.69
	Length of double track,	4.15	4.15
Girard Point extension branch, from Hamburg junction to Girard Point,	Length of branch, . .	2.06	2.06
	Length of single track,	2.06	2.06
Frazer branch, from Frazer to near Woodland,	Length of branch, . .	1.80	1.80
	Length of single track,	1.80	1.80
Columbia bridge over Susquehanna river at Columbia, Pa.,	Length of bridge, . .	1.02	1.02
	Length of single track,	1.02	1.02
York branch, from west end Columbia bridge to York, Pa.,	Length of branch, . .	12	12
	Length of single track,	12	12
Tyrone branch, from Tyrone to junction Bald Eagle Valley at Vail.	Length of branch, . .	3.12	3.12
	Length of single track,	3.12	3.12
Holidaysburg branch, from junction P. R. R. to Williamsburg junction.	Length of branch, . .	9.80	9.80
	Length of single track,	9.80	9.80
Morrison's Cove branch, from Williamsburg junction to Henrietta, Pa.,	Length of branch, . .	19.25	19.25
	Length of single track,	19.25	19.25
Martinsburg branch, from Martinsburg junction to Martinsburg,	Length of branch, . .	.70	.70
	Length of single track,	.70	.70
Bloomfield branch, from Roaring Springs to Ore Hill, Pa.,	Length of branch, . .	3	3
	Length of single track,	3	3
Williamsburg branch, from Williamsburg junction to Williamsburg, Pa.,	Length of branch, . .	13.52	13.52
	Length of single track,	13.52	13.52
Springfield branch, from Springfield junction to Ore Mines,	Length of branch, . .	8.90	8.90
	Length of single track,	8.90	8.90
Indiana branch, from Blairsville intersection to Indiana, Pa.,	Length of branch, . .	18.91	18.91
	Length of single track,	18.91	18.91
Port Perry branch, from near Brinton's, on P. R. R., to Thomson, on P. V. and C. railway,	Length of branch, . .	1.57	1.57
	Length of single track,	.60	.60
	Length of double track,	.97	.97
Portage railroad, from one mile east of Cresson to west of Gallitzen,	Length of branch, . .	1.13	1.13
	Length of single track,	1.13	1.13
Portage railroad, from west of viaduct to east of "Old Portage" tunnel.	Length of branch, . .	.32	.32
	Length of single track,	.32	.32
New Portage railroad, from junction of Newry and Holidaysburg branch to Diehl's,	Length of branch, . .	.82	.82
	Length of single track,	.82	.82
Leased Roads.			
Trenton Delaware bridge over Delaware river from Trenton, N. J., to Morrisville, Pa.,	Length of bridge, . .	.19	.19
	Length of double track,	.19	.19
Philadelphia and Trenton R. R. branch, from Kensington to Morrisville.	Length of road,	26.57	26.57
	Length of double track,	26.57	26.57
Tioga Street branch, from P. and T. R. R., Kensington, to Delaware river,	Length of road,	1.23	1.23
	Length of single track,	1.23	1.23
Frankford and Holmesburg railroad branch, from Holmesburg junction to Bustleton, Pa.,	Length of road,	4.16	4.16
	Length of single track,	4.16	4.15
West Chester railroad branch, from Woodland to West Chester, Pa.,	Length of road,	5	5
	Length of single track,	5	5

Connecting railway, from Mantua Junction to Frankford junction,	Length of road,	6.75	6.75
	Length of double track,	6.75	6.75
East Brandywine and Waynesburg railroad, from Downingtown to New Holland, Pa.,	Length of road,	28.11	28.11
	Length of single track,	28.11	28.11
Pomeroy and State Line railroad, from Pomeroy, P. R. R., to Delaware State line,	Length of road,	21.66	21.66
	Length of single track,	21.66	21.66
Hanover and York railroad, from York to Hanover, Pa.,	Length of road,	18.35	18.35
	Length of single track,	18.35	18.35
Littlestown railroad, from Hanover to Maryland State line,	Length of road,	9.30	9.30
	Length of single track,	9.30	9.30
Harrisburg, Portsmouth, Mt. Joy, and Lancaster railroad, from Dillersville to Harrisburg,	Length of road,	35.59	35.59
	Length of single track,	25.58	25.58
	Length of double track,	10.01	10.01
Columbia Branch of Harrisburg and Lancaster railroad, from Columbia to Branch intersection,	Length of branch,	18.16	18.16
	Length of double track,	18.16	18.16
Philadelphia and Erie railroad, from Erie to Sunbury,	Length of road,	287.49	287.49
	Length of single track,	260.62	260.62
	Length of double track,	26.87	26.87
Sunbury, Hazleton and Wilkes-Barre railroad, from Sunbury to Tomhicken, Pa.,	Length of road,	43.44	43.44
	Length of single track,	43.44	43.44
Mifflin and Centre County railroad, from Lewistown junction to Milroy, Pa.,	Length of road,	12.31	12.31
	Length of single track,	12.31	12.31
Sunbury and Lewistown railroad, from Lewistown borough to Selinsgrove junction, N. C. R. W.,	Length of road,	43.32	43.32
	Length of single track,	43.32	43.32
Lewistown and Tuscarora bridge, over Juniata river, at Lewistown, Pa.,	Length of bridge, . . . . .	.12	.12
	Length of single track, . . . . .	.12	.12
Bedford and Bridgeport railroad, from Mt. Dallas to Maryland State line,	Length of road,	38.70	38.70
	Length of single track,	38.70	38.70
Dunning's creek branch B. and O., from Dunning's creek junction to Halderbaum,	Length of road,	10.50	10.50
	Length of single track,	10.50	10.50
Bald Eagle Valley railroad, from Vail station to Lock Haven,	Length of road,	51.20	51.20
	Length of single track,	51.20	51.20
Bellefonte and Snow Shoe railroad, from Bellefonte to terminus,	Length of road,	24.07	24.07
	Length of single track,	24.07	24.07
Tyrone and Clearfield railway, from Vale station to Curwensville, Pa.,	Length of road,	44.04	44.04
	Length of single track,	44.04	44.04
Moshannon branch, from Osceola to Ramsey,	Length of road,	8.86	8.86
	Length of single track,	8.86	8.86
Moshannon and Clearfield railway, from Moshannon and Clearfield junction to terminus,	Length of road,	1.50	1.50
	Length of single track,	1.50	1.50
Leskie branch Moshannon and Clearfield railway, from junction Moshannon and Clearfield railway to terminus,	Length of road,	1.31	1.31
	Length of single track,	1.31	1.31
Goss Run branch No. 1, from Goss Run station to ocean,	Length of road,	1.91	1.91
	Length of single track,	1.91	1.91
Goss Run branch No. 2, from Goss Run No. 1 to terminus,	Length of road,	1.63	1.63
	Length of single track,	1.63	1.63
Goss Run branch No. 3, from Goss Run No. 2 to terminus,	Length of road, . . . . .	.88	.88
	Length of single track, . . . . .	.88	.88
Mapleton branch, from junction with T. and C. railway to Mapleton,	Length of road,	2.21	2.21
	Length of single track,	2.21	2.21
Phillipsburg branch, from Phillipsburg junction to Morrisdale,	Length of road,	3.42	3.42
	Length of single track,	3.42	3.42
Lewisburg and Tyrone railroad, (P. R. R. end) from west end Tyrone to Fairbrook,	Length of road,	19.90	19.90
	Length of single track,	19.90	19.90
Scotia branch of L. and T. railroad, (P. R. R.,) from Fairbrook to terminus,	Length of road,	5.26	5.26
	Length of single track,	5.26	5.26
Lewisburg and Tyrone railroad, (east end P. and E. R. R.,) from eastern end Montandon to Spring Mills,	Length of road,	43.18	43.18
	Length of single track,	43.18	43.18
Lewisburg bridge, over Susquehanna river, at Lewisburg, Pa.,	Length of bridge, . . . . .	.24	.24
	Length of single track, . . . . .	.24	.24
Newry railroad, from "Y" switches to Newry, Pa.,	Length of road,	8	8
	Length of single track,	8	8

Ebensburg and Cresson railroad, from Cresson to Ebensburg, Pa.,	Length of road,	11	11
South-West Pennsylvania railway, from South-West Pennsylvania Junction to Fairchance,	Length of single track,	11	11
Scottdale branch, (South-West Pennsylvania,) from junction near Scottdale to June Bug railroad,	Length of road,	44.10	44.10
Overton branch, (South-West Pennsylvania,) from end of track to West Overton,	Length of single track,	44.10	44.10
June Bug branch, (South-West Pennsylvania,) from Texas branch to terminus,	Length of branch,	1.98	1.98
Schoonmaker branch, (South-West Pennsylvania,) from junction with June Bug railroad to terminus,	Length of single track,	1.98	1.98
Texas branch, (South-West Pennsylvania,) from June Bug to Texas,	Length of branch,	1.16	1.16
Morrell branch, (South-West Pennsylvania,) from junction with South-West Pennsylvania railway to terminus,	Length of single track,	1.16	1.16
Opossum Run branch, (South-West Pennsylvania,) from New Haven to near Leisenring,	Length of branch,	1.58	1.58
Western Pennsylvania railroad, from Blairsville to Allegheny City,	Length of single track,	1.58	1.58
Butler branch, (W. P. R. R.,) from Butler Junction to Butler,	Length of road, . . . . .	.51	.51
Pittsburgh, Virginia, and Charleston railway, from south side Pittsburgh to West Brownsville,	Length of single track, . . . . .	.51	.51
Redstone branch, (unfinished,) from Redstone Junction, (P. V. and C.,) to Hogsett, (South-Western Pennsylvania railway,)	Length of road,	3.01	3.01
Columbia and Port Deposit railroad, from Columbia, Pa., to Port Deposit, Md.,	Length of single track,	3.01	3.01
Aggregate length of main line and branches owned by Pennsylvania Railroad Company,	Length of road,	1.14	1.14
Aggregate length of leased roads,	Length of single track,	1.14	1.14
Aggregate length of sidings and other track not above enumerated, owned by Pennsylvania Railroad Company,	Length of road,	3.85	3.85
Aggregate length of main line, branches, leased roads, sidings, and other track,	Length of single track,	3.85	3.85
Butler branch, (W. P. R. R.,) from Butler Junction to Butler,	Length of road,	63.50	63.50
Pittsburgh, Virginia, and Charleston railway, from south side Pittsburgh to West Brownsville,	Length of single track,	58.30	58.30
Redstone branch, (unfinished,) from Redstone Junction, (P. V. and C.,) to Hogsett, (South-Western Pennsylvania railway,)	Length of double track,	5.20	5.20
Columbia and Port Deposit railroad, from Columbia, Pa., to Port Deposit, Md.,	Length of road,	21.05	21.05
Aggregate length of main line and branches owned by Pennsylvania Railroad Company,	Length of single track,	21.05	21.05
Aggregate length of leased roads,	Length of road,	53.02	53.02
Aggregate length of sidings and other track not above enumerated, owned by Pennsylvania Railroad Company,	Length of single track,	50.96	50.96
Aggregate length of main line, branches, leased roads, sidings, and other track,	Length of double track,	2.06	2.06
Aggregate length of main line and branches owned by Pennsylvania Railroad Company,	Length of road built, . . . . .	.26	.26
Aggregate length of leased roads,	Length of single track, . . . . .	.26	.26
Aggregate length of sidings and other track not above enumerated, owned by Pennsylvania Railroad Company,	Length of road,	40	28.36
Aggregate length of main line, branches, leased roads, sidings, and other track,	Length of single track,	40	28.36
Aggregate length of main line and branches owned by Pennsylvania Railroad Company,	Length of road,	436.47	436.47
Aggregate length of leased roads,	Length of single track,	1,069.72	1,058.08
Aggregate length of sidings and other track not above enumerated, owned by Pennsylvania Railroad Company,	Length of road,	362.93	362.93
Aggregate length of main line, branches, leased roads, sidings, and other track,	Length of single track,	2,595.34	2,582.35

	Lines owned, all in Pennsylvania.	LINES LEASED.		Total.
		Whole length.	In Pennsylvania.	
First track,	436.47	1,069.72	1,058.08	1,506.19
Second track,	335.79	95.81	95.81	431.60
Third and fourth track and sidings,	362.93	294.62	1,447.16	657.55
Total trackage,	1,135.19	1,460.15	2,601.05	2,595.34

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail track in use on lines owned by Pennsylvania Railroad Company,	893.63
Miles of steel rail track in use on lines owned by Pennsylvania Railroad Company,	241.56
Weight of rail per yard, { Iron,	45 to 67 lbs.
Steel,	45 to 67 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line owned by Pennsylvania Railroad Company,	324
Wooden bridges, number of, 77 ; aggregate length,	10,312 feet.
Stone bridges, number of, 96 ; aggregate length,	3,758 feet.
Iron bridges, number of, 142 ; aggregate length,	21,431 feet.
Wooden trestles, number of, 9 ; aggregate length,	2,581 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Reading and Columbia railroad, at Columbia; Northern Central railway, at Marysville; Pleasant Valley railroad, three tenths miles west of Union station, Pittsburgh; West End Passenger railroad, six tenths miles west of Union station, Pittsburgh; Transfer Street railroad, at Union station; Philadelphia, Wilmington and Baltimore railroad, at Twenty-third and Washington Avenue, and Washington Avenue wharf.

What railroads cross your road, either over or under your grade, in this Commonwealth? Wilmington and Northern railroad, at (under) Coatesville; Reading and Columbia railroad, at (over) Lancaster; Cambria Iron Company's railroad, at (under) Johnstown; Pittsburgh and Connellsville (Baltimore and Ohio railroad) railroad, at (under) southern terminus.

Stations.

Number of stations on main road: Passenger, 110 ; freight, 60 ; total,	187
Number of stations on branches: Passenger, 90 ; freight, 56 ; total,	108
Number of stations on leased roads: Passenger, 487 ; freight, 353 ; total,	534
Number of engine-houses and shops in Pennsylvania owned by Pennsylvania railroad, 34 ; total number entire road,	34
Number of wood and water stations on main road,	67
Number of wood and water stations on branches,	84
Number of wood and water stations on leased roads,	137
Cost of real estate held by the company, exclusive of roadway,	\$11,716,187 09
Cost of real estate held by the company, exclusive of roadway, in Pennsylvania,	11,716,187 09
Number of tunnels on lines owned, 7 ; aggregate length,	7,104 feet.

How is track laid, and on what foundation? White oak cross-ties on broken stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	214	\$9,065	00
Number of locomotives of more than 30 tons weight,	371	12,492	00
Number of locomotives of more than 20 tons weight,	88	8,580	00
Number of first-class passenger cars,	256	5,000	00
Number of second-class passenger cars,	109	3,000	00
Number of baggage, mail, and express cars,	113	2,000	00
Number of freight cars, } House cars, . 8,298 }	14,935	625	00
Number of freight cars, } Trucks, . . 6,637 }			
Number of coal, ore, and stone cars,	787	575	00
Number of caboose cars,	268	625	00
Number of tank cars,	1,308	344	00

What kind of train-brake is in use on your road? Westinghouse auto-
matic.

Average number of cars in passenger trains, including bag- gage cars,	3½
Average number of cars in freight trains,	33½
Average weight of passenger trains, including locomotive and tender, in working order,	158 tons.
Average weight of freight trains, including locomotive and tender, in working order,	405 tons.

Employees.

Average number of persons regularly employed by com- pany, including officials,	20,857
Same in Pennsylvania,	20,857

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	4,525,841
Number of miles run by freight and coal trains,	14,213,169
Number of through passengers for the year on main road,	251,878
Number of passengers (all classes) carried in cars,	9,077,714
Number of passengers carried one mile,	230,675,088
Number of passengers carried one mile in Pennsylvania,	229,948,734
Number of tons of 2,000 pounds of through freight for the year on main road,	2,207,529
Number of tons of freight carried one mile,	2,655,438,764
Number of tons of freight carried one mile in Pennsylvania,	2,653,754,133
Gross amount of tonnage for the year, (2,000 pounds per ton,)	18,229,865
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by express trains, including stops, (miles per hour,)	36
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	547,101	July, 1881,	894,728
February, 1881,	527,616	August, 1881,	900,882
March, 1881,	660,247	September, 1881,	851,016
April, 1881,	717,423	October, 1881,	815,982
May, 1881,	748,593	November, 1881,	756,543
June, 1881,	807,856	December, 1881,	850,232

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	1,469,265	Stone and lime,	760,264
Bituminous coal,	7,740,041	Agricultural products,	1,734,944
Petroleum and other oils,	705,997	Merchandise and manufactures,	1,143,157
Pig iron,	857,077	Live stock,	445,797
Railroad iron,	282,972	Lumber,	977,979
Other iron or castings,	622,367	Other articles,	464,682
Iron and other ores,	1,024,823		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2.75 cents.
For first-class way passengers,	3.02 cents.
For second-class through passengers,	2.07 cents.
For second-class way passengers,	2.12 cents.

Rate per ton (of 2,000 pounds,) per mile charged for Freight.

For through freight, per ton per mile,	$\frac{7995}{10000}$ cents.
For through coal, per ton per mile,	$\frac{7995}{10000}$ cents.
For local freight, per ton per mile,	$\frac{7995}{10000}$ cents.
For local coal, per ton per mile,	$\frac{7995}{10000}$ cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$97,658	34	\$199,669	77	\$297,328	11
February, 1881,	92,133	90	172,011	84	264,145	74
March, 1881,	117,249	18	252,878	53	370,127	71
April, 1881,	169,787	28	268,479	88	438,217	16
May, 1881,	180,834	47	278,535	85	459,370	32
June, 1881,	183,979	02	292,311	56	476,290	58
July, 1881,	150,608	45	322,326	40	472,934	85
August, 1881,	154,005	44	340,683	41	494,688	85
September, 1881,	147,446	02	336,388	54	483,834	56
October, 1881,	131,558	24	311,030	09	442,588	33
November, 1881,	128,780	11	282,366	93	411,147	04
December, 1881,	105,885	80	306,825	69	412,711	49
Total,	\$1,659,876	25	\$3,368,508	49	\$5,028,384	74

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$509,057	41	\$1,131,203	42	\$1,640,260	83
February, 1881,	460,414	79	1,153,038	99	1,613,453	78
March, 1881,	551,588	76	1,505,871	52	2,057,460	28
April, 1881,	487,429	21	1,400,225	05	1,887,654	26
May, 1881,	512,699	50	1,372,993	51	1,885,693	01
June, 1881,	394,077	66	1,399,456	15	1,793,533	81
July, 1881,	842,562	07	1,339,160	08	1,681,722	15
August, 1881,	359,831	88	1,334,706	09	1,694,537	47
September, 1881,	890,278	15	1,289,001	00	1,679,279	15
October, 1881,	301,190	83	1,356,620	00	1,657,810	33
November, 1881,	327,247	87	1,537,063	77	1,864,311	14
December, 1881,	288,570	00	1,484,914	64	1,773,484	64
Total,	\$4,924,946	63	\$16,304,254	22	\$21,229,200	85

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1881,	\$28,519	41	\$23,667	24	\$80,053	35	\$112,240 00
February, 1881,	40,851	21	26,867	46	31,788	06	99,006 73
March, 1881,	28,522	01	33,223	13	34,391	77	96,136 91
April, 1881,	28,493	33	30,752	59	35,821	24	95,067 16
May, 1881,	28,493	33	36,706	81	50,158	20	115,357 84
June, 1881,	28,493	52	31,577	69	35,631	35	95,702 56
July, 1881,	116,674	16	26,763	52	35,545	79	178,983 47
August, 1881,	35,276	70	30,022	69	40,920	36	106,219 75
September, 1881,	35,276	70	33,146	67	42,796	13	116,219 50
October, 1881,	36,190	44	48,866	86	33,502	86	118,559 66
November, 1881,	35,592	47	56,483	37	32,420	84	124,496 68
December, 1881,	36,703	69	59,888	78	39,840	47	136,432 94
Total,	\$479,086	97	\$442,466	31	\$472,869	92	\$1,394,423 20

Total passenger earnings for the year,	\$5,023,384	74
Total freight earnings for the year,	21,229,200	85
Total earnings from all other sources,	1,394,423	20
Total earnings for the year,	\$27,647,008	79

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$1,214,046	17
Land or land damages,	1,190,691	61
Floating equipment,	222,667	88
Passenger and freight-houses,	467,940	23
Engine-houses, car sheds, wood and coal sheds, and water-tanks,	38,691	95
New maintenance of way cars, number of, 11,	445	00
New locomotives, number of, 30,	260,867	79
New passenger cars, number of, 51,	224,423	17
New standard baggage cars, number of, 10,	20,500	00
New freight cars, number of, 4,421,	1,131,327	50
New machine shops, machinery, and tools,	78,975	12
Any other expenditures chargeable to this account,	25,666	47
Total,	\$4,876,232	89

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$1,891,774	73
New iron rails,	58,759	68
New steel rails,	412,256	18
Repairs of bridges,	291,763	00
Repairs of buildings and fixtures,	732,929	86
All other expenses for maintenance of way,	268,829	03
Total for maintenance of way,	\$3,656,312	48

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,245,746	29
Repairs of machinery,	124,301	48
Repairs of passenger, baggage, and mail cars,	575,054	41
Repairs of freight cars,	974,774	58
All other expenses for maintenance of motive power and cars,	813,763	85
Total for maintenance of motive power and cars,	\$3,233,640	06

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$915,572	34
Salaries, wages, and incidentals chargeable to freight department,	3,525,036	05
Wages of switchmen, signalmen, gatekeepers, and watchmen,	495,142	19
Fuel—wood,	88,870	72
Fuel—coal,	994,155	40
Oil and waste,	279,611	52
Damages for injuries to persons,	97,881	23
Damage for loss of goods and baggage,	53,705	59
Taxes,	364,480	72
Insurance,	57,261	95
Telegraph expenses,	286,632	76
Tolls paid other corporations,	43,263	77
Amount paid other corporations or individuals for use of all other cars,	804,933	88
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	622,967	94
Total miscellaneous,	\$8,578,516	06
Total expenditures for operating the road,	\$15,468,468	60

EARNINGS.

Passenger transportation, local,	\$3,363,508 49	} Total,	\$5,023,384	74
Passenger transportation, through,	1,659,876 25			
Freight transportation, local,	\$16,804,254 22	} Total,	21,229,200	85
Freight transportation, through,	4,924,946 68			
Mail service,			479,086	97
Express service,			442,466	31
Miscellaneous,			472,869	92
Total,			\$27,647,008	79
Operating Expenses.				
Maintenance of way and buildings,	\$3,656,312 48			
Maintenance of motive power and cars,	3,233,640 06			
Miscellaneous,	8,578,516 06			
Total operating expenses,			15,468,468	60
Net earnings,			\$12,178,540	19

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company. Pennsylvania Railroad Company furnishes cars and motive power, for which the express company pays a percentage of its gross receipts.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman's parlor and sleeping cars are run over our main line between Philadelphia and Pittsburgh. The Pullman company collects its fare from the passenger. Our company keeps the cars in running order.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? The Government fixes a rate per mile per annum, regulated according to weight. The Government furnishes the agent.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding, 1,553,455 shares.
Amount of stock issued as stock dividends, and dates of issue, None.
Rate and date of all cash dividends on stock of original and consolidated companies: May, six months, 4 per cent. on 1,377,404 shares, \$2,754,808; November, six months, 4 per cent. on 1,553,455 shares, \$3,106,910.

Number and per cent. of dividends: May, 4 per cent., \$2,754,808; November, 4 per cent., \$3,106,910; total,	\$5,861,718	00
Amount paid in dividends,	5,861,718	00
Paid to sinking fund,	286,480	00
Surplus at commencement of the year,	7,793,948	71
Surplus invested as follows:		
Material, fuel, and stores,	3,313,332	24

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	10	42	8	17	8	59
Employees,	10	35	64	615	74	650
Others,		3	119	166	119	169
Total,	10	80	191	798	201	878

Statement of each Accident.

The forty-two passengers injured from causes beyond their own control, were as follows :

Samuel Bowens, Mrs. M. Gremer, J. A. Stahtnecker, J. D. Smith, Peter Roach, Jeremiah Crouse, Philip Swineford, and Edward McCully, were slightly injured, consequent upon train being thrown over embankment near Middleburg, January 29, 1881, caused by a broken rail.

Mrs. E. Beurel (colored) had face cut, caused by a rock falling from side of cut against window of car at Eagle Station, May 3, 1881.

M. G. Moore, Miss Jennie Reynolds, Mrs. Rebecca Pötter, (colored,) Abram Feldman, Frederick Yeakles, Mrs. Beigle, Mrs. L. Bartholomew, Mrs. C. Bartholomew, James Bartholomew, (baby,) Susan Bartholomew, Mrs. Melissa Heman's baby, W. H. Jordan, Frederick Graff, W. T. Wilson, B. D. Taggart, Ellis Williams, S. S. Holopetter, J. G. Uzzle, Gustave Lyon, and Blanchard Roberts, (colored,) were slightly injured, June 9, 1881, east of Eaglesville, caused by rain making track soft, and engine in passing over a joint broke it, causing the rear car in train to mount the rail at broken joint, wrecking the train.

J. R. McGruder had arm bruised, July 12, at Ninevah, caused by car catching a loose door on passing freight train.

G. W. Hunter, Robert White, and C. S. McOmber, were slightly injured at Overbrook, August 28, 1881, caused by Chicago day express being run into by St. Louis day express, east.

A. T. DePauw had arm badly injured at Conemaugh, September 23, caused by car catching a loose car door in passing freight train.

Henry Humphrey had ankle sprained at Mill Hall, November 1, caused by broken rail throwing car from track.

Hannah Carter was seriously injured at Baker's, November 21, 1881. A car of lumber left the track, wrecking the train on which she was a passenger.

Anna Hackman had head cut at Johnstown, December 15, caused by some person throwing stone through car window.

Isaac Moon, Lew Williken, L. E. Henderson, Peter Dampman, and Levi Stitler, were injured north of Downingtown, December 19, 1881 ; rail broke, throwing train from track.

The eight passengers killed from their own carelessness were

G. H. VonSpreckelson, July 11, at Rockville.

Thomas Golden, July 28, at West Philadelphia.

John Redicker, August 28, at Homestead.

Alexander Grey, September 7, at Leaman Place.

Robert Barren, September 17, at Pittsburgh.

Frank Williams, October 26, at Oliphant's.

H. Robinson, December 24, at Pittsburgh.

Were all killed by jumping from train while in motion, and Mrs. Morgan Cairns was killed, December 14, at Latrobe in stepping from way passenger train and struck by accommodation east, all caused by violating the rules of the company.

The seventeen passengers injured from carelessness, &c., one attempted suicide, others jumped from train while in motion, stealing rides, walking on track, and otherwise violating rules of the company.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, G. B. Roberts, president, and John D. Taylor, treasurer, of the Pennsylvania Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) G. B. ROBERTS, *President.*
JNO. D. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 10th day of February, A. D. 1882.
JNO. C. SIMS, Jr., *Notary Public.*

REPORT
OF THE
*Pennsylvania and New York Canal and Railroad Com-
pany, for the year ending November 30, 1881.*

OFFICERS.		
<i>Names.</i>		<i>Residences.</i>
R. Asa Packer, President,		Sayre, Pa.
Elisha P. Wilbur, Vice President,		Bethlehem, Pa.
Charles Hartshorne, Secretary and Treasurer,		288 South Third street, Phila.
William Stevenson, General Superintendent,		Sayre, Pa.
General offices at 288 South Third street, Philadelphia, Pa.		
<i>Names of Directors.</i>		<i>Residences.</i>
Robert H. Sayre,		Bethlehem, Pa.
Charles Hartshorne,		288 South Third street, Phila.
Victor E. Plollet,		Wysox, Pa.
Garrett B. Linderman,		Bethlehem, Pa.
Harry E. Packer,		Mauch Chunk, Pa.
Robert Lookhart,		Bethlehem, Pa.
William H. Sayre,		Bethlehem, Pa.
Elisha P. Wilbur,		Bethlehem, Pa.
James I. Bleakslee,		Mauch Chunk, Pa.
Howard Elmer,		Waverly, New York.
Elisha A. Hancock,		Philadelphia, Pa.
Frederic Mercur,		Wilkes-Barre, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company, { Preferred, \$4,000,000			
	Common, . 1,061,700		
Capital stock, amount subscribed,		\$5,061,700	00
Capital stock, total amount now paid in,		5,061,700	00
		5,061,700	00
Capital stock, number of shares issued, { Preferred, 40,000			
	Common, 21,534		
Capital stock, amount paid in on each share, { Preferred, \$100			
	Common, 50		
Capital stock, par value of each share, { Preferred, \$100			
	Common, 50		

DEBT.

Funded Debt.		
First mortgage bonds, (due 1896, bear interest at 7 per cent., which is payable June and December,) amount,	\$1,500,000	00
First mortgage bonds, (due 1906, bear interest at 7 per cent., which is payable June and December,) amount,	1,500,000	00
Total amount now of funded debt,	\$3,000,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$728,495 98	
The amount now of floating debt,	728,495	98
Total amount now of floating and funded debt,	\$3,728,495	98

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Erie railway Junction, to Wilkes-Barre, Pa.,	104.80	104.80
Length of single main track,	67.98	67.98
Length of double main track,	86.87	86.87
Branches.		
Pleasant Valley branch, { Length of branch,	4.85	4.85
	Length of single track,	4.85
Waverly and State Line branch, { Length of branch, . . . . .	.25	.25
	Length of single track, . . . . .	.25
Southern Central connection branch, { Length of branch,	2.12	2.12
	Length of single track,	2.12
Geneva, Ithica and Sayre connection branch, { Length of branch,	1.43	1.43
	Length of single track,	1.43
Barclay railway connection branch, { Length of branch,	1.52	1.52
	Length of single track,	1.52
Short branches to coal breakers, { Length of branch,	5.50	5.50
	Length of single track,	5.50
Aggregate length of main line and branches,	119.97	119.97
Aggregate length of sidings and other track not above enumerated,	117.14	117 14
Aggregate length of main line, branches, leased roads, sidings, and other track,	237.11	237.11

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	87.82
Miles of steel rail in use,	149.29
Weight of rail per yard, { Iron,	58 pounds.
Steel,	58 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	28
Wooden bridges, number of, 3; aggregate length,	308 feet.
Stone bridges,	None.
Iron bridges, number of, 25; aggregate length,	4,176 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Delaware, Lackawanna and Western railroad, at L. and B. Junction.

What railroads cross your road, either over or under your grade, in this Commonwealth? New York, Lackawanna and Western railroad, at Waverly Junction.

Stations.

Number of stations on main road, passenger and freight,	29
Number of branches,	None.
Number of leased roads,	None.
Number of engine-houses and shops in Pennsylvania, 7; total number entire road,	7
Number of wood and water stations on main road,	15
Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads,	None.
Number of tunnels,	None.

How is track laid and on what foundation? Fish plate joints, oak and chestnut ties, stone and gravel ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	42	\$9,150	00
Number of locomotives of more than 30 tons weight,	11	6,000	00
Number of freight cars, { House cars, 728, } Total,	996	700	00
Trucks, 268, }		600	00
Number of coal, ore, and stone cars,	4,151	319	00
Number of caboose cars,	31	500	00

What kind of train-brake is in use on your road? Westinghouse automatic air-brake.

Average number of cars in passenger trains, including baggage cars,	5
Average number of cars in freight trains,	40
Average weight of passenger trains, including locomotive and tender, in working order,	118 tons.
Average weight of freight trains, including locomotive and tender, in working order,	706 tons.

Employees.

Average number of persons regularly employed by company, including officials,	1,150
Same in Pennsylvania,	1,050

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	347,681
Number of miles run by freight trains,	293,318
Number of miles run by coal trains,	347,667
Number of through passengers for the year on main road,	34,038
Number of passengers (all classes) carried in cars,	212,018
Number of passengers carried one mile,	7,624,280
Number of passengers carried one mile in Pennsylvania,	7,624,280
Number of tons of 2,000 pounds of through freight for the year on main road,	1,057,581.91
Number of tons of freight carried one mile,	85,902,106.43
Number of tons of freight carried one mile in Pennsylvania,	85,902,106.43
Gross amount of tonnage for the year, (2,000 pounds per ton,)	2,718,156 14
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	24
Average rate of speed adopted by express trains, including stops, (miles per hour,)	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1880,	15,987½	August, 1881,	22,660½
January, 1881,	12,903½	September, 1881,	25,585
February, 1881,	11,830	October, 1881,	20,020½
March, 1881,	16,092½	November, 1881,	16,754½
April, 1881,	17,417		
May, 1881,	16,495	Total,	212,018
June, 1881,	16,934		
July, 1881,	19,838		

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	1,241,023.28	Stone and lime,	65,795.13
Bituminous coal,	419,550.95	Merchandise and manufactures,	794,893.13
Pig iron,	28,021.38	Live stock,	20,451.81
Railroad iron,	71,616.48	Lumber,	64,001.20
Iron and other ores,	11,905.82		

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Coal.

MONTHS.	Through.	Local.	Total.
December, 1880,	\$63,016 19
January, 1881,	54,956 87
February, 1881,	78,863 48
March, 1881,	102,294 50
April, 1881,	85,648 66
May, 1881,	84,889 92
June, 1881,	100,150 71
July, 1881,	110,183 34
August, 1881,	109,621 53
September, 1881,	102,283 81
October, 1881,	127,318 77
November, 1881,	199,941 63
Total,	\$1,218,669 41

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December, 1880,	\$51,924 00
January, 1881,	45,131 05
February, 1881,	48,032 21
March, 1881,	59,716 79
April, 1881,	56,415 88
May, 1881,	56,952 77
June, 1881,	58,301 51
July, 1881,	53,385 69
August, 1881,	65,844 40
September, 1881,	62,255 56
October, 1881,	72,018 48
November, 1881,	71,944 52
Total,	\$701,922 88

From all Other Sources.

MONTHS.	Express.	U. S. Mail.	Passenger.	Total.
December, 1880,	\$828 45	\$765 04	\$11,596 12	\$13,189 61
January, 1881,	415 08	765 04	10,135 87	11,315 44
February, 1881,	376 48	765 04	8,266 23	9,407 75
March, 1881,	470 81	765 04	11,189 79	12,425 64
April, 1881,	482 93	765 04	13,259 77	14,507 74
May, 1881,	447 34	765 04	11,941 69	13,154 07
June, 1881,	489 42	765 04	13,488 41	14,742 87
July, 1881,	569 05	765 04	16,510 22	17,844 31
August, 1881,	569 29	765 04	16,869 91	18,204 24
September, 1881,	475 76	765 04	19,087 20	20,328 00
October, 1881,	573 81	765 04	17,449 83	18,788 68
November, 1881,	956 75	765 04	13,618 48	15,340 27
Total,	\$6,655 12	\$9,180 48	\$163,413 02	\$179,248 62

Total passenger, express, and mail earnings for the year,	\$179,248	62
Total freight earnings for the year,	701,922	86
Total coal earnings for the year,	1,218,669	41
Total earnings from all other sources,	28,415	79
Total earnings for the year,	\$2,123,256	68

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New locomotives, number of, 2,	\$23,059	00
New freight cars,	605,676	08
Total,	\$628,735	08

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Total for maintenance of way,	\$222,043	86
---	-----------	----

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$84,305	92
-----------------------------------	----------	----

MISCELLANEOUS.

Salaries,	\$18,666	49
Salaries, wages, and incidentals chargeable to freight department, telegraph,	12,039	19
Wages of switchmen, signal-men, gate-keepers, and watchmen, expenses,	6,042	99
Fuel,	105,391	30
Supplies,	12,007	24
Oil and waste,	18,562	77
Railroad ties,	26,727	81
Damages for cattle killed or injured, and damage for loss of goods and baggage,	11,537	40
Engine hire,	448	00
Taxes,	63,852	71
Expense of coal transportation,	148,807	85
Expense of freight transportation,	177,960	22
Expense of passenger transportation,	57,756	07
Expense of canal transportation,	1,509	81
Total miscellaneous,	\$661,309	85

EARNINGS.

Passenger, express, and mail transportation, local and through, . . .	\$179,248	62
Freight transportation, local and through,	709,922	86
Coal transportation,	1,218,669	41
All other sources of income,	28,415	79
Total,	\$2,123,256	68
Operating Expenses.		
Maintenance of way and buildings,	\$222,043	86
Maintenance of motive power and cars,	84,305	92
Miscellaneous,	661,309	85
Total operating expenses, being 45½ per cent. of earnings,	967,659	68
Net earnings,	\$1,155,597	05

STOCK AND DIVIDENDS.

Number and per cent. of dividends: one of 5 per cent., and one of 4 per cent. on preferred stock.		
Amount paid in dividends,	\$360,000	00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	1	. . . . .	. . . . .	. . . . .	1
Employés,	1	4	1	2	2	6
Others, . . . . .	. . . . .	. . . . .	2	1	2	1
Total, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	4	8

Statement of each Accident.

July 5, 1881. Thomas Jennings, Sayre, Pa., run over by engine at Sayre, while intoxicated, and died from the effects.

July 16. Edward O'Donnell, laborer in Sayre, Pa., run over by an engine at Sayre, and killed.

July 16. Frank Jennings, brakeman, Waverly, N. Y., fell from a caboose in Sayre yard, injuring his back.

July 22. William H. Snyder, brakeman, Towanda, Pa., caught under a wrecked engine at Meshoppen, and died from the effects.

July 25. Adam Kingsley, Smithfield, Pa., struck by engine, while walking on track near Athens; ankle sprained.

August 31. Edward Nicholson, Athens, Pa., fell from freight car, while stealing a ride in Sayre yard, and killed.

October 16. Thomas Moon, engineer, Wilkes-Barre, Pa., head cut and back bruised; engine wrecked at Vosburg.

October 16. S. P. Babcock, fireman, Elmira, N. Y., head cut, and scalded caused by engine wreck, Vosburg.

November 15. M. H. Buck, brakeman, Skinner's Eddy, Pa., foot crushed while shifting cars at Tunkhannock.

November 16. Edward Gaherty, fireman, Pittston, Pa., slight cuts about the head, caused by wreck to train 15, at Wyalusing.

November 16. Edward Hawk, brakeman, Coxton, Pa., slightly bruised; wreck to train 15, at Wyalusing.

November 16. J. P. Huff, Bainbridge, N. Y., knee hurt in accident to train 15, at Wyalusing.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Elisha P. Wilbur, vice president, and Charles Hartshorne, treasurer, of the Pennsylvania and New York Canal and Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed) E. P. WILBUR, *Vice President.*
CHARLES HARTSHORNE, *Treasurer.*

Affirmed and subscribed before me. this 15th day of February, A. D. 1882.

WM. C. ALDERSON, *Notary Public.*



REPORT

OF THE

*Pennsylvania and Western Railroad Company, for the
year ending December 31, 1881.*



OFFICERS.

<i>Names.</i>	<i>Residences.</i>
R. Carman Combes, President,	New York city.
Francis A. Marden, Secretary,	New York city.
Cornelius Kiel, Jr., Treasurer,	New York city.
Samuel Brugger, Chief Engineer,	Unionville, Centre county, Pa.

General offices at 172 Broadway, New York, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
R. Carman Combes,	New York city.
Cornelius Kiel,	New York city.
Edward A. Quinsard,	Stamford, Conn
Douglass Campbell,	New York city.
Francis A. Marden,	New York city.
James L. Parson,	New York city.
G. B. Schley,	New York city.
J. B. Day,	New York city.

CAPITAL STOCK.

Capital stock authorized by law, Unlimited.
Capital stock authorized by votes of company, Not issued yet.

NEW YORK, *December 31, 1881.*

To the Secretary of Internal Affairs, Harrisburg :

DEAR SIR: Since our last report of December 31, ultimo, we have completed forty-five (45) miles in its location, and procured the right of way for thirty (30) miles. We expect next year to have, at least, thirty (30) miles in running order.

Very respectfully,

FRANCIS A. MARDEN,
Secretary.

STATE OF NEW YORK, }
County of New York, } ss:

Personally appeared before me, R. Carman Combes, president, and Cornelius Kiel, Jr., treasurer, of the Pennsylvania and Western Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

R. CARMAN COMBES, *President.*
C. KIEL, Jr., *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1882.

ELMER L. FORD, *Notary Public.*

REPORT

OF THE

Pennsylvania Coal Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
* George A. Hoyt, President,	Stamford, Conn.
* William E. Street, Secretary,	Darlen, Conn.
* Edwin H. Mead, Treasurer,	South Orange, N. J.
* Charles F. Southmayd, General Solicitor,	New York city.
* John B. Smith, Chief Engineer, General Manager, General Superintendent, and Division Superintendent,	Dunmore, Pa.

* Post office address, New York city, N. Y.

General offices at New York; Hawley, Pa.; and Dunmore, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George A. Hoyt,	Stamford, Conn.
George L. Brown,	Brooklyn, N. Y.
John R. Platt,	New York city.
Samuel Thorne,	New York city.
William H. Webb,	New York city.
W. W. Astor,	New York city.
George W. Quintard,	New York city.
Edward H. Mead,	South Orange, N. J.
A. S. Hurlbutt,	Westport, Conn.

CAPITAL STOCK.

Capital stock authorized by law,	\$5,850,829	00
Capital stock authorized by votes of company,	5,000,000	00
Capital stock, amount subscribed,	5,000,000	00
Capital stock, total amount now paid in,	5,000,000	00
Capital stock, number of shares issued,	100,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for purchase of property, . . .	\$83,265 83	
Debt incurred for any other purpose, and for current business, to be paid principally in January, 1882, . . .	233,819 03	
The amount now of floating debt,	\$266,584	86
Total amount now of floating and funded debt,	\$266,584	86
Funded debt as per last report,	\$420,000 00	
Floating debt as per last report.	222,597 52	

COST.

* Cost of road and equipment to 1860, when the account was closed,	\$2,000,000	00
Proportion of same for Pennsylvania, All in Pennsylvania.		

* Cost of road and equipment have never been kept separately; the account was closed in 1860, with exception of three pony locomotive switching engines; the road is operated by stationary power and the force of gravity.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Hawley, Pa., to Port Griffith, Pa.,	47	47
Length of double main track,	47	47
Branches.		
Hawley, Pa., branch, from Hawley, Pa., to Lackawaxen, Pa., known as the "Hawley branch" of the Erie railway, operated by New York, Lake Erie and Western Railroad Company,)	Length of branch,	15.87
	Length of single track,	15.87
Aggregate length of main line and branches, (double track,) . .	47	.
Aggregate length of sidings and other track not above enumerated,	25	

The company operates no leased roads. Its own road, from Hawley, Pa., is a "gravity" road, worked by stationary engines, for the transportation of the coal mined by the company.

No locomotive power used, excepting three pony locomotive switching engines.

Gauge.

What is the gauge of your lines? 4 feet 3 inches.

Track.

Miles of iron rail in use, 39
Miles of steel rail in use, 55
Weight of rail per yard, { Iron, 25 pounds.
(Steel, 37 pounds.

Bridges and Trestles.

Number of bridges on whole line, 5
Wooden bridges, number of, 5; aggregate length, . . . 496 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Delaware, Lackawanna and Western railroad at Dunmore, Pa., (over;) Delaware, Lackawanna and Western railroad near Dunnings, Pa., (under;) Jefferson branch, New York, Lake Erie and Western railroad at Hawley, Pa., (over;) New Jersey Central (L. and S. division) railroad at Pleasant Valley, (over;) Pleasant Valley branch of Lehigh Valley railroad near Pleasant Valley, (under;) Pleasant Valley branch of Lehigh Valley railroad near Pleasant Valley, (over.)

Stations.

Number of stations on main road: Passenger and freight, 6
Number of engine-houses and shops in Pennsylvania: 23
stationary engine-houses, 1 machine shop, 3 car shops;
total number entire road, 27
Number of tunnels, 1; length, 800 feet.
How is track laid and on what foundation? T rail on cross-ties.

Equipment.	Number.	Average cost of each.	
Number of locomotives of 11 tons weight: Pony switch en- gines used at mines, about 11 tons each,	3	\$3,000	00
Number of passenger cars, (small side seats,)	11	800	00
Number of freight cars, { House cars, 10 }	60	350	00
{ Trucks, . 50 }		300	00
Number of coal cars,	3,200	230	00

Average number of cars in passenger trains, including bag- gage cars,	3
Average number of cars in freight trains,	3

Employees.

Average number of persons regularly employed by com- pany, including officials,	4,000
Same in Pennsylvania,	4,000

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	41,316
Number of miles run by freight trains,	20,653
Number of miles run by coal trains, about	25,000
Number of through passengers for the year on main road,	5,224
Number of passengers (all classes) carried in cars,	16,625
Number of tons of 2,000 pounds of through freight for the year on main road,	1,427,049
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,618,416

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	648	August, 1881,	2,610
February, 1881,	608	September, 1881,	2,094
March, 1881,	951	October, 1881,	1,178
April, 1881,	938	November, 1881,	1,303
May, 1881,	1,018	December, 1881,	1,854
June, 1881,	1,618	Total,	16,625
July, 1881,	2,315		

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	1,610,326
Merchandise and manufactures,	1,314
Lumber,	1,776
Total,	1,618,416

Rate of Fare for Passengers charged for the respective classes per Mile.

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	7½ cents.
For lumber, per ton per mile,	4½ cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$288	00	\$165	65	\$453	65
February, 1881,	286	50	174	18	410	68
March, 1881,	325	50	804	65	639	15
April, 1881,	332	50	278	30	610	80
May, 1881,	332	00	324	80	656	80
June, 1881,	370	50	589	15	959	65
July, 1881,	459	00	963	76	1,422	76
August, 1881,	635	50	1,002	18	1,637	68
September, 1881,	611	00	874	95	1,485	95
October, 1881,	464	50	345	15	809	65
November, 1881,	556	00	349	82	905	82
December, 1881,	464	50	401	80	866	30
Total,	\$5,075	50	\$5,774	39	\$10,849	89

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$7	00	\$172	92	\$179	92
February, 1881,	2	00	228	41	230	41
March, 1881,	3	37	776	16	779	53
April, 1881,	24	76	759	61	784	34
May, 1881,	17	69	625	82	643	51
June, 1881,	7	16	688	24	690	40
July, 1881,	5	10	403	74	408	84
August, 1881,	4	02	485	72	489	74
September, 1881,	5	87	483	73	489	60
October, 1881,	30	38	795	00	825	38
November, 1881,	13	93	710	55	724	48
December, 1881,	9	70	474	04	483	74
Total,	\$130	98	\$6,598	94	\$6,729	92
Total passenger earnings for the year,					\$10,849	89
Total freight earnings for the year,					6,729	92
Total earnings for the year,					\$17,579	81

MISCELLANEOUS.

Total expenditures for operating the road, including pre-
paring and loading and unloading coal, &c., \$480,662 85

EARNINGS.

Passenger transportation, local,	{ Total,	}	\$17,628	19
Passenger transportation, through,				
Freight transportation, local,	{ Total,			
Freight transportation, through,				

The company's accounts are those of a mining company solely, to which the operations of the "gravity road" are a mere incident, and no report

can be given showing the financial condition of the road alone. The term "railroad," for the purposes of this report, as applied to the company's road, is a misnomer, hence the omission to answer many of the specific questions printed herein.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? None.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None issued.
Amount of common stock now outstanding, 100,000 shares of \$50 each, \$5,000,000 00
Amount of stock issued as stock dividends, and dates of issue: None issued during the year.

Rate and date of all cash dividends on stock of original and consolidated companies: February 1, 1881, 3 per centum; May 2, 1881, 4 per centum; August 1, 1881, 4 per centum; November 1, 1881, 4 per centum.

Number and per cent. of dividends: Four, amounting to fifteen per cent.		
Amount paid in dividends during year 1881,	\$750,000	00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	6	4
Others,	8	5
Total,	9	9

Statement of each Accident.

February 15, 1881. John Tighe, injured on No. 6 plane; sling broke, and let cars run back; died February 17; an employé.

June 11. Anthony Welsh, run over by coal cars near Hawley, killed; an employé.

June 22. John Banks, injured on No. 6 plane; injured by jumping cars; an employé.

August 20. Thomas Boyle, killed on No. 6 level while jumping on coal cars; not an employé.

August 31. Clarence Lester, killed by trucks running over him on 21 level, near Dunmore; attempted to jump off truck, and fell back under the cars; an employé.

December 3. Jacob Surge, not an employé, while jumping on cars at head No. 12; died December 6.

December 8. Nellie Sporgerber, not an employé, fell under cars at head No. 11; badly hurt.

December 27. Patrick Gill, killed on No. 6 plane, while jumping on cars on No. 6 plane; not an employé.

September 9. John Lynett, injured at Hawley, by falling under cars, died; not an employé.

March 11. Henry Meirs had a leg smashed; jumped on cars at head No. 2 plane; not an employé; aged fifteen years.

May 9. John Tighe was run over on No. 22 plane, by falling under cars; had hand and one foot broken; an employé.

July 11. Thomas Gibbons was run over at Starke colliery while jumping on cars; killed; an employé.

August 18. John Cosgrove got his foot in wheel and had his foot broken; an employé.

Mills Gibbons had his leg run over and broken at No. 3 slope; died August 29; an employé.

Patrick Welsh was run over at No. 12 shaft, trying to jump on his cars; died August 28; an employé.

Owen Moran had his foot broken, jumping on cars at Pittston crossing, October 21; an employé.

— Davis had foot broken while jumping on cars at No. 4 level, October 12; not an employé.

Mrs. McDonnell was run over at "Brandy Patch" crossing, Pittston, November 11; killed.

STATE OF NEW YORK,)
 City and County of New York,) ss:

Personally appeared before me, George A. Hoyt, president, and Edwin H. Mead, treasurer, of the Pennsylvania Coal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of

the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

GEO. A. HOYT, *President.*
E. H. MEAD, *Treasurer.*

Sworn and subscribed before me, this 3d day of February, A. D. 1882.
WM. H. ZIEGLER,
Commissioner for State of Penn'a, in the city of New York.

REPORT

OF THE

Pennsylvania Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George B. Roberts, President,	_____
J. N. McCullough, First Vice President,	_____
William Thaw, Second Vice President,	_____
Thomas D. Messler, Third Vice President,	_____
S. B. Liggett, Secretary,	_____
W. H. Barnes, Treasurer,	_____
J. T. Brooks, General Counsel,	_____
Felician Slataper, Chief Engineer,	_____
D. W. Caldwell, General Manager,	_____
W. A. Baldwin, Manager,	_____
A. B. Starr, Division Superintendent,	_____
C. D. Law, Division Superintendent,	_____
J. M. Kimball, Division Superintendent,	_____
J. S. Morris, Division Superintendent,	_____

General offices at corner Penn and Tenth streets, Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
William H. Barnes,	Pittsburgh, Pa.
Henry H. Houston,	Philadelphia, Pa.
Samuel M. Felton,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.

Joseph N. DuBarry,	Philadelphia, Pa.
John Price Wetherill,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law, with privilege of increase,	\$100,000	00
Capital stock authorized by votes of company,	20,000,000	00
Capital stock, amount subscribed,	20,000,000	00
Capital stock, total amount now paid in,	20,000,000	00
Capital stock, number of shares issued, 400,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1921, bear interest at 4½ per cent., which is payable January and July 1,) amount,	\$10,000,000	00
Bonds, (due July 5, 1907, bear interest at 6 per cent., which is payable January, April, July, and October 5,) amount,	2,815,000	00
Total amount now of funded debt,	\$12,815,000	00
Floating Debt.		
* Debt incurred for any other purpose, and for what,	8,714,718	82
Total amount now of floating and funded debt,	\$16,529,718	82
Funded debt as per last report, \$7,901,000 00		
Floating debt as per last report, 4,045,927 00		
* Due lessor companies for supplies, &c.,	\$831,831	58
Due other companies in current account,	1,002,755	55
Due for current expenditures in operating leased roads,	1,379,041	86
Due miscellaneous current liabilities,	243,812	33
Due for uncollected interest on bonded debt,	237,277	50
	\$3,714,718	82

No road. Operated roads reported separately.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	25	\$12,301	48
Number of locomotives of more than 30 tons weight,			
Number of locomotives of more than 20 tons weight,			
Number of locomotives of more than 10 tons weight,			
Number of first-class passenger cars,	4	8,250	00
Number of baggage, mail, and express cars,	1	1,200	00
Number of freight cars,	7,054	689	68
Number of caboose cars,	5	621	70

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,	\$155,585	35	.	.
February, 1881,	74,047	24	.	.
March, 1881,	82,114	12	.	.
April, 1881,	241,211	22	.	.
May, 1881,	135,918	28	.	.
June, 1881,	170,245	23	.	.
July, 1881,	190,615	84	.	.
August, 1881,	88,949	35	.	.
September, 1881,	65,463	09	.	.
October, 1881,	136,335	45	.	.
November, 1881,	148,634	37	.	.
December, 1881,	322,827	56	.	.
Total,	\$1,811,947	10	.	.

EARNINGS.

* Rents,	}	\$1,811,947	10
All other sources of income,			
Operating Expenses.			
Miscellaneous,		\$71,907 95	
Total expenses,		71,907	95
Net earnings,		<u>\$1,740,039</u>	<u>15</u>

* These earnings were exclusive of the profits and losses in operating leased roads, which are included in reports of this company relating to the operation of such roads.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding, \$20,000,000 00
Rate and date of all cash dividends on stock of original and consolidated companies : June 9, 1881, 2½ per cent. on \$20,000,000 00 ; December 16. 2½ per cent. on \$20,000,000 00.

Number and per cent. of dividends: Two dividends, 2½ per cent. each.		
Amount paid in dividends,	\$1,000,000	00
Paid to sinking fund : Pennsylvania Company registered bonds, \$91-250 00 ; leased lines, \$189,863 00 ; total,	281,113	00
Pennsylvania Company judgment bonds paid and canceled,	5,000,000	00

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, Thomas D. Messler, vice president, and William H. Barnes, treasurer, of the Pennsylvania Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and hav-

ing carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

THOMAS D. MESSLER, *Vice President.*
W. H. BARNES, *Treasurer.*

Sworn and subscribed before me, this 20th day of February, A. D. 1882.
W. C. BOYLE, *Notary Public.*

REPORT

OF THE

People's Railway Company, for the year ending October 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Charles Baber, President,	Pottsville, Pa.
William D. Pollard, Secretary and Treasurer,	Pottsville, Pa.

General Offices at Pottsville, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Charles Baber,	Pottsville, Pa.
Milton Boone,	Pottsville, Pa.
R. F. Lee,	Pottsville, Pa.
Levi Mattson,	Philadelphia, Pa.
M. R. Nichols,	Pottsville, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of company,	250,000	00
Capital stock, amount subscribed,	250,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued, 5,000		
Capital stock, amount paid in on each share,	20	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due May 1, 1892, bear interest at 6 per cent., which is payable May 1 and November 1,) amount,	\$15,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$18,191	55
The amount now of floating debt,	18,191	55
Total amount now of floating and funded debt,	\$33,191	55

COST.

Total cost of entire road to date,	\$86,517	12
Total cost of entire equipment,	\$33,465	29

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pottsville, Pa., to Minersville, Pa., .	4.58	4.58

Gauge.

What is the guage of your lines? 4 feet 8½ inches.

Track.

Weight of rail per yard, iron, 45 and 50 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 1
 Wooden bridges, number of 1 ; aggregate length, . . . 30 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Mine Hill and Schuylkill Haven railroad, one mile south of Minersville.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight,	3	\$3,000	00
Number of second-class passenger cars,	11		
Number of coal, ore, and stone cars,	6		

Employees.

Average number of persons regularly employed by company, including officials,

12

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
November, 1880,	\$714	18	. . . . .	. . . . .	. . . . .	. . . . .
December, 1880,	812	03	. . . . .	. . . . .	. . . . .	. . . . .
January, 1881,	678	85	. . . . .	. . . . .	. . . . .	. . . . .
February, 1881,	584	69	. . . . .	. . . . .	. . . . .	. . . . .
March, 1881,	825	11	. . . . .	. . . . .	. . . . .	. . . . .
April, 1881,	688	06	. . . . .	. . . . .	. . . . .	. . . . .
May, 1881,	775	08	. . . . .	. . . . .	. . . . .	. . . . .
June, 1881,	761	62	. . . . .	. . . . .	. . . . .	. . . . .
July, 1881,	971	40	. . . . .	. . . . .	. . . . .	. . . . .
August, 1881,	949	76	. . . . .	. . . . .	. . . . .	. . . . .
September, 1881,	859	66	. . . . .	. . . . .	. . . . .	. . . . .
October, 1881,	685	89	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$9,305	78	. . . . .	. . . . .	\$9,805	78

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
November, 1880,	\$31	20	. . . . .	. . . . .	. . . . .	. . . . .
December, 1880,	13	00	. . . . .	. . . . .	. . . . .	. . . . .
January, 1881,	8	40	. . . . .	. . . . .	. . . . .	. . . . .
February, 1881,	8	60	. . . . .	. . . . .	. . . . .	. . . . .
March, 1881,	14	30	. . . . .	. . . . .	. . . . .	. . . . .
April, 1881,	38	65	. . . . .	. . . . .	. . . . .	. . . . .
May, 1881,	14	90	. . . . .	. . . . .	. . . . .	. . . . .
June, 1881,	26	10	. . . . .	. . . . .	. . . . .	. . . . .
July, 1881,	14	80	. . . . .	. . . . .	. . . . .	. . . . .
August, 1881,	14	00	. . . . .	. . . . .	. . . . .	. . . . .
September, 1881,	7	05	. . . . .	. . . . .	. . . . .	. . . . .
October, 1881,	11	15	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$201	65	. . . . .	. . . . .	\$201	65

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
November, 1880,	\$71	25	. . . . .	. . . . .	. . . . .	. . . . .	\$71	25
December, 1880, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
January, 1881, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
February, 1881,	71	25	. . . . .	. . . . .	. . . . .	. . . . .	71	25
March, 1881, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
April, 1881, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
May, 1881,	71	25	. . . . .	. . . . .	. . . . .	. . . . .	71	25
June, 1881, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
July, 1881, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
August, 1881,	71	25	. . . . .	. . . . .	. . . . .	. . . . .	71	25
September, 1881, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
October, 1881, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	\$3	00	3	00
Total,	\$285	00	. . . . .	. . . . .	\$3	00	\$288	00

Total passenger earnings for the year,	\$9,305	78
Total freight earnings for the year,	201	65
Total earnings from all other sources,	288	00
Total earnings for the year,	\$9,795	43

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails, . .	\$3,582	18
---	---------	----

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	\$3,375	12
Fuel—number tons of coal, 490.19; cost,	976	21
Oil and waste,	224	79
Taxes,	36	53
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	512	10
Total miscellaneous,	\$5,124	75
Total expenditures for operating the road,	\$8,706	93

EARNINGS.

Passenger transportation, local,	} Total,	\$9,305	78
Passenger transportation, through,			
Freight transportation, local,	} Total,	201	65
Freight transportation, through,			
Mail service,		285	00
All other sources of income,		3	00
Total,		\$9,795	43
Operating Expenses.			
Maintenance of way and buildings,		\$3,582	18
Miscellaneous,		5,124	75
Total operating expenses,		8,706	93
Net earnings,		\$1,088	50

STATE OF PENNSYLVANIA, }
County of Schuylkill, } ss :

Personally appeared before me, Charles Baber, president, and William D. Pollard, treasurer, of the People's Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) CHARLES BABER, *President.*
WILLIAM D. POLLARD, *Treasurer.*

Sworn and subscribed before me, this 6th day of December, A. D. 1881.
MORGAN REED, *Justice of the Peace.*

REPORT
OF THE
*Perkiomen Railroad Company, for the year ending
November 30, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. H. Seipt, President,	Skippackville, Pa.
James Boyd, Assistant President and Solicitor,	Norristown, Pa.
Philip Super, Secretary,	Pennsburg, Pa.
Howard Boyd, Treasurer,	Norristown, Pa.
George B. Boggs, Chief Engineer,	Norristown, Pa.
D. B. Clack, Superintendent,	Perkiomen Junction, Pa.

General offices at Norristown, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Jesse Ziegler,	Salford, Pa.
Jacob Schwenk, (deceased,)	Zieglersville, Pa.
George Graber,	Pennsburg, Pa.
Charles T. Waage,	Pennsburg, Pa.
Thomas P. Hillegass,	Pennsburg, Pa.
John S. Rahn,	Perkiomenville, Pa.
James Boyd,	Norristown, Pa.
Noah D. Frank,	Red Hill, Pa.
Jonathan P. Hillegass,	Hillegass, Pa.
D. Morgan Casselberry,	Lower Providence, Pa.
Charles Schoenly,	Shimersville, Pa.
Edwin W. Trexler,	Allentown, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock, amount subscribed,	40,100	00
Capital stock, total amount now paid in,	38,040	00
Capital stock, number of shares issued, full paid, 750		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1887, bear interest at 6 per cent., which is payable April and October,) amount,	\$799,600	00
Consolidated mortgage bonds, (due June 1, 1913, bear interest at 6 per cent., which is payable June and December,) amount,	1,125,000	00
Total amount now of funded debt,	\$1,924,600	00
Floating Debt.		
Liabilities, debts due, and wages for November, 1881,	789,376	98
Total amount now of liabilities and funded debt,	\$2,713,976	98
Funded debt as per last report,	\$1,924,600	00
Liabilities as per last report,	786,669	82

COST.

Total cost of entire road to date,	\$2,037,510	61
Average of same per mile of road laid,	\$52,922	35
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	\$3,497	90
Average cost of equipment per mile of road operated by company,	90	85
Proportion of same to Pennsylvania, All.		
Cost of road and equipment per mile,	53,013	20
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Perkiomen Junction to Emaus Junction.	38 5	38.5
Length of single main track,	38.5	38.5
Aggregate length of main line and branches,	38.5	38.5
Aggregate length of sidings and other track not above enumerated,	8.7	8.7
Aggregate length of main line, branches, leased roads, sidings, and other track,	47.2	47.2

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	44.85
Miles of steel rail in use,	2.35
Weight of rail per yard, { Iron,	68 and 56 lbs.
Steel,	68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	31
Wooden bridges, number of, 14 ; aggregate length,	2,095 feet.
Iron bridges, number of, 8 ; aggregate length	188 feet.
Wooden trestles, number of, 9 ; aggregate length,	3,997 feet

Stations.

Number of stations on main road : Passenger, 26 ; freight and passenger, 17 ; total,	26
Number of water stations on main road,	5
Value of real estate held by the company, exclusive of roadway,	\$19,591 91
Value of real estate held by the company, exclusive of roadway in Pennsylvania,	All.
Number of tunnels, 1 ; aggregate length,	1,668 feet.
How is track laid, and on what foundation? Oak cross-ties, broken stone, sand, and cinder ballast.	

Equipment.	Number.	Average cost of each.
Number of ballast cars,	15	\$214 86
Number of caboose cars,	1	275 00

Equipment furnished by the Philadelphia and Reading Railroad Company, at a certain rate per mile run.

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	70
Average weight of passenger trains, including locomotive and tender, in working order,	68 tons.
Average weight of freight trains, including locomotive and tender, in working order,	345 tons.

Employees.

Average number of persons regularly employed by company, including officials,	173
Same in Pennsylvania,	All.

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	119,515½
Number of miles run by freight trains,	157,222½
Number of through passengers for the year on main road,	2,806
Number of passengers (all classes) carried in cars,	128,252
Number of passengers carried one mile,	1,299,414
Number of passengers carried one mile in Pennsylvania,	All

Number of tons of 2,000 pounds of through freight for the year on main road,	597,768
Number of tons of freight carried one mile, (2,000 pounds per ton,)	23,113,559
Number of tons of freight carried one mile in Pennsylvania,	All.
Gross amount of tonnage for the year, (2,000 pounds per ton,)	685,390
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	22
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1880,	8,782	June, 1881,	11,315
January, 1881,	6,816	July, 1881,	10,852
February, 1881,	6,929	August, 1881,	17,228
March, 1881,	9,507	September, 1881,	13,462
April, 1881,	10,530	October, 1881,	11,788
May, 1881,	10,670	November, 1881,	10,423

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	164,592	Stone and lime,	6,717
Bituminous coal,	152	Agricultural products,	114,436
Petroleum and other oils,	646	Merchandise and manufactures,	117,478
Pig iron,	25,082	Live stock,	29,283
Railroad iron,	10,370	Lumber,	71,440
Other iron or castings,	5,054	Other articles,	104,379
Iron and other ores,	16,071		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2.75 cents.
For first-class way passengers,	3.50 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through and local freight and coal, per ton per mile,	1.6 cents.
---	------------

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1880,	\$209	52	\$2,513	23	\$2,722	75
January, 1881,	141	48	1,971	40	2,112	88
February, 1881,	98	28	1,926	44	2,024	72
March, 1881,	172	80	2,701	48	2,874	28
April, 1881,	227	88	2,716	98	2,944	86
May, 1881,	211	68	2,765	41	2,977	09
June, 1881,	263	52	2,830	61	3,094	13
July, 1881,	259	20	2,924	25	3,183	45
August, 1881,	654	48	3,555	98	4,210	46
September, 1881,	354	24	3,550	00	3,904	24
October, 1881,	273	24	3,012	56	3,285	80
November, 1881,	164	16	2,865	98	3,030	14
Total,	\$3,030	48	\$33,334	32	\$36,364	80

From Transportation of Freight.

MONTH.	Through.		Local.		Total.	
December, 1880,	\$19,688	98	\$3,808	67	\$23,497	65
January, 1881,	22,992	99	4,679	04	27,672	08
February, 1881,	26,432	90	4,837	59	31,270	49
March, 1881,	22,803	57	5,260	15	28,063	72
April, 1881,	17,278	43	4,261	87	21,540	30
May, 1881,	20,333	69	5,658	32	25,992	01
June, 1881,	20,705	22	5,803	50	26,008	72
July, 1881,	19,804	72	6,064	86	25,869	58
August, 1881,	20,743	41	6,404	34	27,147	75
September, 1881,	20,796	95	6,770	13	27,567	08
October, 1881,	24,732	87	5,643	55	30,376	42
November, 1881,	24,818	50	4,348	40	29,166	90
Total,	\$261,132	23	\$63,040	42	\$324,172	65

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1880,			\$159	37	\$5	42	\$164	79
January, 1881,			136	13	140	42	276	55
February, 1881,	\$298	22	138	06	5	42	441	70
March, 1881,			161	88	22	92	184	80
April, 1881,	408	47	211	85	111	42	731	74
May, 1881,			227	96	5	42	233	38
June, 1881,			228	36	5	42	233	78
July, 1881,	408	47	200	06	67	92	676	45
August, 1881,			246	90	5	41	252	31
September, 1881,			203	12	58	41	261	53
October, 1881,			208	17	5	41	213	58
November, 1881,	409	93	222	70	67	92	700	55
Total,	\$1,525	09	\$2,844	56	\$501	51	\$4,371	16

Total passenger earnings for the year,	\$36,364	80
Total freight earnings for the year,	324,172	65
Total earnings from all other sources,	4,371	16
Total earnings for the year,	\$364,908	61
Total receipts from all sources on whole length of line,	\$364,908	61
Proportion of earnings in Pennsylvania to earnings of whole line: All.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New ballast cars, number of, 15,	\$3,222	90
New caboose cars, number of, 1,	275	00
Total,	\$3,497	90
Proportion for Pennsylvania, All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$22,871	56
New iron rails, number of tons, 325.7,	6,300	67
New steel rails, number of tons, 254.2,	8,411	05
Repairs of bridges, trestles, and tunnel,	7,550	90
Repairs of buildings and fixtures,	1,105	91
Repairs of fences,	75	40
All other expenses for maintenance of way, including new sills, build- ings, and sidings,	20,905	38
Total for maintenance of way,	\$67,220	87
Cost per mile of road kept in repair, (38.5 miles,)	\$1,745	99
Proportion for Pennsylvania, All.		

Cost of maintenance of Motive Power and Cars.

Repairs of ballast cars,	\$118	82
Total for maintenance of motive power and cars,	\$118	82
Cost per mile of road operated,	\$3	08½
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$24,164	18
Salaries, wages, and incidentals chargeable to freight department,	42,017	20
Wages of switchmen, signalmen, gatekeepers, and watchmen,	1,541	00
Fuel—number of cords of wood, 46; cost,	230	02
Fuel—number of tons of coal, 9,651; cost,	40,869	89
Oil and waste,	4,531	24
Damage for loss of goods and other damages,	2,375	16
Taxes,	2,901	09
Telegraph expenses,	25	50
Amount paid for use of locomotives,	20,799	10
Amount paid other corporations or individuals for use of cars,	20,833	33
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items,	10,613	74
Total miscellaneous,	\$170,941	45
Amount per mile of road operated,	4,440	03½
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	238,281	14
Total charged to road and equipment,	67,339	69
Expenses per mile of road operated, not including sidings, (38.5 miles,)	6,189	12
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local,	\$33,334 82	{ Total,	\$36,364	80
Passenger transportation, through,	3,030 48			
Freight transportation, local,	63,040 42	{ Total,	824,172	65
Freight transportation, through,	261,132 23			
Mail service,			1,525	09
Express service,			2,344	56
Rents,			501	51
Total,			\$864,908	61
Operating Expenses.				
Maintenance of way and buildings,	\$67,220 87			
Maintenance of motive power and cars,	118 82			
Miscellaneous,	170,941 45			
Total operating expenses, being 65.298 per cent. of earnings, . . .			238,281	14
Net earnings,			\$126,627	47
Earnings per mile of road operated, (38.5 miles.)			\$9,478	15
Expenses per mile of road operated, (38.5 miles,)			6,180	12
Net earnings,			126,627	47

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? The Perkiomen Railroad Company transacts its own express business.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,525 09.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$38,040 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,		4				4
Others,						
Total,		4				4

Statement of each Accident.

September 16, 1881. Warren Koons, freight brakeman; hand injured while coupling cars at Collegeville.

September 19, 1881. Jones Correll, freight brakeman; while coupling cars at Pennsburg, had his left hand injured, causing amputation of the arm at wrist.

October 21, 1881. Frank Paul, freight brakeman ; hips bruised by being caught between bumpers while coupling cars at Perkiomen Junction.

October 27, 1881. William Prizer, freight brakeman ; left arm bruised while coupling cars at Perkiomen Junction.

STATE OF PENNSYLVANIA, }
County of Montgomery, } ss:

Personally appeared before me, James Boyd, assistant president, and Howard Boyd, treasurer, of the Perkiomen Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)JAMES BOYD, Assistant President.
HOWARD BOYD, Treasurer.

Sworn and subscribed before me, this 18th day of January, A. D. 1882.

ABR. S. HALLMAN, Justice of the Peace.

REPORT

OF THE

Philadelphia and Baltimore Central Railroad Company, for the year ending October 31, 1881.

OFFICERS.

Names.	Residences.
Henry Wood, President,	Philadelphia.
Robert Craven, Secretary and Treasurer,	Philadelphia.
General offices at 233 South Fourth street, Philadelphia, Pa.	
Names of Directors.	Residences.
Samuel Dickey,	Oxford, Pa.
David Woelpper,	Chadd's Ford, Pa.
Job H. Jackson,	West Grove, Pa.
Marshal B. Hickman,	West Chester, Pa.
William Wood,	Chester, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000,000	00
Capital stock, amount subscribed,	225,000	00
Capital stock, total amount now paid in,	220,606	11
Capital stock, number of shares issued: Common, 4,338; preferred, 4,861; total,	9,199	
Capital stock, amount paid in on each share, All.		
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First State of Pennsylvania mortgage bonds, (due January 1, 1879, bear interest at 7 per cent.,) amount,	\$800,000	00
First State of Maryland mortgage bonds, (due October 1, 1891, bear interest at 6 per cent.,) amount,	300,000	00
Second State of Pennsylvania mortgage bonds, (due January 1, 1900, bear interest at 7 per cent.,) amount,	400,000	00
Total amount now of funded debt,	\$1,500,000	00
Total amount now of floating and funded debt,	\$1,500,000	00
Funded debt as per last report,	\$1,500,000	00

COST.

Total cost of entire road to date,	\$1,864,756	21
Average of same per mile of road laid, 46 miles,	\$40,538	18
Total cost of entire equipment,	\$242,070	74
Average cost of equipment per mile of road operated by company, 57 miles,	4,246	86
Cost of road and equipment per mile, 46 miles,	46,344	07

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from junction W. C. and P. R. R., to junc- tion Columbia and Port Deposit railroad,	46	36½
Leased Roads.		
Chester Creek railroad branch, from La- mokin junction to junction W. C. and } Length of road,	7	7
P. R. R.,		
Columbia and Port Deposit railroad } Length of road,	4	
branch, from Columbia and Port De- posit junction to Port Deposit, }		
Aggregate length of main line and branches,	46	36½
Aggregate length of leased roads,	11	7
Aggregate length of sidings and other track not above enumer- ated,	7	
Aggregate length of main line, branches, leased roads, sidings, and other track,	64	43½

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Weight of rail per yard, steel, 52½, 55, 58 lbs.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? West Chester and Philadelphia railroad, at junction; Wilmington and Northern railroad, at Chadd's Ford junction; Pomeroy and State Line railroad, at Avondale junction; Peach Bottom Narrow Gauge railroad, at Oxford, Pa.

Stations.

Number of stations on main road: Passenger and freight,	23
Number of stations on leased roads: Passenger and freight,	12
Number of engine-houses and shops in Pennsylvania, 2;	
total number entire road,	3
Number of wood and water stations on main road, . . .	3
Number of wood and water stations on leased roads, .	2
Value of real estate held by the company, exclusive of road-	
way, about	\$25,000
Value of real estate held by the company, exclusive of	
roadway in Pennsylvania, about	25,000
Number of tunnels,	None.
Average number of cars in passenger trains, including	
baggage cars,	Don't know.
Average number of cars in freight trains,	Don't know.
Average weight of passenger trains, including locomotive	
and tender, in working order,	Don't know.
Average weight of freight trains, including locomotive and	
tender, in working order,	Don't know.

Employees.

Average number of persons regularly employed by com-	
pany, including officials,	200
Same in Pennsylvania,	Don't know

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains,	102,187
Number of miles run by freight trains,	60,963
Number of miles run by ballast and other trains,	2,964
Number of through passengers for the year on main road,	93,799
Number of passengers (all classes) carried in cars, . . .	223,373
Number of passengers carried one mile,	2,913,939
Number of passengers carried one mile in Pennsylvania, .	2,622,545
Number of tons of 2,000 pounds of through freight for the	
year on main road,	112,466
Number of tons of freight carried one mile,	3,084,991
Number of tons of freight carried one mile in Pennsylvania,	2,669,829

Gross amount of tonnage for the year, (2,000 pounds per ton,)	159,097
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by express trains, including stops, (miles per hour,)	None.
Average rate of speed adopted by freight trains, (miles per hour,)	18

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1880,	14,421	May, 1881,	15,829
December, 1880,	15,079	June, 1881,	20,154
January, 1881,	22,152	July, 1881,	27,666
February, 1881,	18,388	August, 1881,	25,049
March, 1881,	15,566	September, 1881,	19,910
April, 1881,	16,391	October, 1881,	17,769

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	88,552	Agricultural products,	35,511
Bituminous coal,	2,296	Merchandise and manufactures,	41,742
Petroleum and other oils,	923	Live stock,	2,884
Iron,	3,439	Lumber,	12,155
Ores,	3,604	Other articles,	11,996
Lime and limestone,	5,995		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3 cents.
For first-class way passengers,	3½ cents.
For second-class through passengers,	None.
For second-class way passengers,	None.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	None.
For through coal, per ton per mile,	None.
For local coal, per ton per mile,	3 cents.

It is impossible to give a rate for local freight per ton per mile, as it varies according to distance and kind of freight carried.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1880,			\$7,121 41
December, 1880,			7,060 58
January, 1881,			6,610 63
February, 1881,			5,455 07
March, 1881,			6,878 52
April, 1881,			7,586 98
May, 1881,			7,435 29
June, 1881,			8,416 46
July, 1881,			10,827 89
August, 1881,			11,533 38
September, 1881,			8,666 88
October, 1881,			7,623 61
Total,			\$95,211 65

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1880,	\$12,514 47
December, 1880,	8,645 48
January, 1881,	10,692 28
February, 1881,	8,741 57
March, 1881,	13,238 25
April, 1881,	13,568 62
May, 1881,	12,397 61
June, 1881,	11,784 24
July, 1881,	11,563 84
August, 1881,	15,136 65
September, 1881,	18,337 72
October, 1881,	12,171 98
Total,			\$143,742 65

From all other Sources.

MONTHS.	Mail.	Express.	Miscellaneous.	Total.
November, 1880,	\$413 27	\$236 99	\$244 00	\$894 26
December, 1880,	413 26	291 85	197 42	902 53
January, 1881,	413 26	179 87	160 52	753 15
February, 1881,	413 26	167 01	183 25	763 52
March, 1881,	413 28	237 46	154 97	805 71
April, 1881,	413 26	337 64	157 56	908 46
May, 1881,	413 26	243 00	378 79	1,035 05
June, 1881,	413 28	241 21	166 08	820 57
July, 1881,	413 26	241 20	191 26	845 72
August, 1881,	413 26	228 49	258 84	900 59
September, 1881,	441 87	250 05	181 04	872 96
October, 1881,	422 79	232 91	. . . . .	655 70
Total,	\$4,997 31	\$2,887 18	\$2,273 73	\$10,158 22

Total passenger earnings for the year,	\$95,211 65
Total freight earnings for the year,	143,742 65
Total earnings from all other sources,	10,158 52
Total receipts from all sources on whole length of line,	\$249,112 52

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$38,571 04
New steel rails,	11,600 18
Repairs of bridges,	5,912 56
Repairs of buildings and fixtures,	6,227 37
Repairs of fences,	379 49
All other expenses for maintenance of way,	2,284 43
Total for maintenance of way,	\$64,975 07
Cost per mile of road kept in repair,	\$1,139 91

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$16,153	39
Repairs of machinery,	831	76
Repairs of passenger, baggage, and mail cars,	4,742	20
Repairs of freight cars,	5,787	88
All other expenses for maintenance of motive power and cars,	5,866	41
Total for maintenance of motive power and cars,	\$33,331	64
Cost per mile of road operated,	\$585	64

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$18,664	33
Salaries, wages, and incidentals chargeable to freight department,	17,627	47
Fuel—coal,	14,163	43
Oil and waste,	1,896	86
Damage for loss of goods and baggage,	271	15
Taxes,	3,592	70
Insurance,		
Telegraph expenses,	1,774	81
Amount paid other corporations or individuals for use of all other cars,	69	24
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	15,219	71
Total miscellaneous,	\$78,279	70
Amount per mile of road operated,	\$1,285	61
Total expenditures for operating the road,	171,636	41
Total charged to road and equipment,	3,011	16

EARNINGS.

Passenger transportation, local,	} Total,	\$95,211	65
Passenger transportation, through,			
Freight transportation, local,	} Total,	148,742	65
Freight transportation, through,			
Mail service,		4,997	31
Express service,		2,887	13
All other sources of income,		2,273	73
Total,		\$249,112	52
Operating Expenses.			
Maintenance of way and buildings,		\$64,975 07	
Maintenance of motive power and cars,		33,381 64	
Miscellaneous,		78,279 70	
Total operating expenses,		\$171,636	41
Net earnings,		\$77,476	11
Earnings per mile of road operated,		\$4,370	39
Expenses per mile of road operated,		3,011	16
Net earnings per mile of road operated,		\$1,359	23

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company. Pay in proportion to weight carried.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$5,073 57.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	1	. . . . .	. . . . .
Others,	1	. . . . .	. . . . .	. . . . .
Total,	2	1	. . . . .	. . . . .

Statement of each Accident.

April 1, 1881. William Kerwin, hand smashed coupling cars at junction.

June 26. Joseph Collins, jumped off train in motion at Kenneld; leg crushed; died next day.

August 1. David Taylor, struck by over-head bridge, beyond West Grove; killed.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Henry Wood, president, and Robert Craven, treasurer, of the Philadelphia and Baltimore Central Railroad Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

HENRY WOOD, *President.*

ROBERT CRAVEN, *Treasurer.*

Sworn and subscribed before me, this 3d day of January, A. D. 1882.

JNO. C. SIMS, Jr., *Notary Public.*

REPORT
OF THE
Philadelphia and Chester County Railroad Company,
for the sixteen months ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas Cox, President,	Sugartown, Chester co., Pa.
J. G. Allen, First Vice President, Secretary, and Treasurer,	Philadelphia.
J. C. Sharpless, Second Vice President and Chief Engineer,	Philadelphia.
General Offices, 119 South Fourth street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas S. Cox,	Sugartown, Pa.
J. G. Allen,	Philadelphia.
J. C. Sharpless,	Philadelphia.
David Stevenson,	Philadelphia.
R. D. Allen,	Philadelphia.
Levi Lukens,	Upper Darby, Pa.
Samuel Work,	Philadelphia.

Capital stock authorized by law,	\$750,000	00
Capital stock authorized by votes of company,	750,000	00
Capital stock, amount issued,	50,000	00
Capital stock, preferred, authorized by law,	750,000	00
Capital stock issued,	7,800	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1891, bear interest at 6 per cent., which is payable semi-annually,)	\$46,8000	00
Floating Debt.		
Unfunded debt, incurred for constrction and purchase of property,	\$27,667	50
Total amount now of floating debt,	27,677	50
Total amount now of floating and funded debt,	\$74,467	50
Funded debt as per last report,	\$47,500	00
Floating debt as per last report,	1,550	00
Total realized from capital stock and debt,	\$582,267	50

COST.

Total cost of entire road to date, {	Purchase, \$522,549 05 {	\$575,056	81
Proportion of same for Pennsylvania, All.	New work, 52,507 76 }		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Proposed length of main line, from Philadelphia to Downingtown, via West Chester,	85	All.

Value of real estate held by the company, \$5,500 00

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Purchase,	\$522,549	05
Construction,	14,237	06
Land or land damages,	11,557	68
Total,	\$548,343	79
Contract in progress, and not yet charged, estimated,	\$34,600	00
Proportion for Pennsylvania,	All.	

STATE OF PHILADELPHIA, }
County of Philadelphia, } ss :

Personally appeared before me, Thomas S. Cox, president, and J. G. Allen, treasurer, of the Philadelphia and Chester County Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, from August 31, 1880, to the new date for closing the financial year, December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) THOMAS S. COX, *President.*
J. G. ALLEN, *Treasurer.*

Affirmed and subscribed before me, this 7th day of January, A. D. 1882.
ORLANDO G. HEMPSTEAD, *Notary Public.*

R E P O R T
OF THE
*Philadelphia and Erie Railroad Company, for the year
ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia, Pa.
J. S. Vanzandt, Secretary and Treasurer,	Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
*J. N. DuBarry,	Philadelphia, Pa.
*Wistar Morris,	Philadelphia, Pa.
*John P. Wetherill,	Philadelphia, Pa.
*Strickland Kneass,	Philadelphia, Pa.
*Henry M. Phillips,	Philadelphia, Pa.
*N. Parker Shortridge,	Philadelphia, Pa.
*Samuel Gustine Thompson,	Philadelphia, Pa.
*Henry D. Welsh,	Philadelphia, Pa.
*William J. Howard,	Philadelphia, Pa.
*William L. Elkins,	Philadelphia, Pa.
†Edwin A. Gaskill,	Philadelphia, Pa.
†Charles T. Jeffries,	Philadelphia, Pa.
†Robert A. Wilkinson,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$12,400,000	00
Capital stock, amount subscribed, common,	6,500,000	00
Capital stock, total amount now paid in: Common, \$7,013,700; special, \$2,400,000; total,	9,413,700	00
Capital stock, number of shares issued: Common, 140,274; special, 48,000; total,	188,274	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1897, bear interest at 7 per cent., which is payable April and October,) amount,	\$976,000	00
First mortgage bonds, (due 1888, bear interest, at 7 per cent., which is payable January and July,) amount,	8,000,000	00
General mortgage bonds, (due 1920, bear interest at 6 per cent., which is payable January and July,) amount,	8,680,000	00
General mortgage bonds, (due 1920, bear interest at 5 per cent., which is payable April and October,) amount,	5,263,000	00
Total amount now of funded debt,	\$17,919,000	00
Floating Debt.		
Unfunded debt, incurred for construction or purchase of property,	\$21,500	73
Amount of outstanding coupons of general mortgage gold loans,	1,929,263	76
Funded debt, as per last report,	\$17,656,000	00
Debt as per last report for outstanding coupons of general mortgage gold loan,	1,534,084	83

* Elected by the stockholders. † Elected by Philadelphia city councils.

COST.

Total cost of entire road to date,	\$28,186,163	35
Average of same per mile of road laid,	\$90,924	17
Proportion of same for Pennsylvania,	90,924	17

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Erie to Sunbury,	287.49	287.49
Length of single main track,	260.62	260.62
Length of double main track,	26.87	26.87
Aggregate length of main line and branches,	287.49	287.49
Aggregate length of sidings and other track not above enumerated,	185.59	185.59
Aggregate length of main line, branches, leased roads, sidings, and other track,	449.95	449.95

Gauge.

What is the gauge of your lines ? 4 feet 9 inches.

Track.

Miles of iron rail track in use, 106.00
Miles of steel rail track in use, 343.95
Weight of rail per yard, { Iron, 50, 60, & 64 lbs.
 { Steel, 56, 60, & 67 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 156
Wooden bridges, number of, 120 ; aggregate length, . . . 15,992 feet.
Iron bridges, number of, 31 ; aggregate length, 729 feet.
Wooden trestles, number of, 5 ; aggregate length, 640 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Lake Shore and Michigan Southern railroad, at Erie ; Buffalo, Pittsburgh and Western railroad, at Corry ; New York, Pennsylvania and Ohio railroad, at Corry ; Philadelphia and Reading railroad, at Williamsport ; Philadelphia and Reading railroad, east of Montgomery ; Philadelphia and Reading railroad, east of Milton ; Sunbury, Hazleton and Wilkes-Barre railroad, west of Sunbury ; Shamokin division, Northern Central railway, west of Sunbury.

What railroads cross your road, either over or under your grade, in this Commonwealth? Dunkirk, Allegheny Valley and Pittsburgh railroad, at Youngsville, (over.)

Stations.

Number of stations on main road : Passenger, 59 ; freight, 58 ; total,	77
Number of engine-houses and shops in Pennsylvania, 11 ; total number entire road,	11
Number of wood and water stations on main road, . . .	46
How is track laid, and on what foundation? White oak cross-ties, on broken stone ballast.	
Average number of cars in passenger trains, including baggage cars,	4.1
Average number of cars in freight trains,	32.9
Average weight of passenger trains, including locomotive and tender, in working order,	125 tons.
Average weight of freight trains, including locomotive and tender, in working order,	764 tons.

Employees.

Average number of persons regularly employed by company, including officials,	3,718
Same in Pennsylvania,	3,718

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	460,438
Number of miles run by freight and coal trains,	1,855,900
Number of through passengers for the year on main road,	3,310
Number of passengers (all classes) carried in cars,	775,549
Number of passengers carried one mile,	18,274,493
Number of passengers carried one mile in Pennsylvania,	18,274,493
Number of tons of 2,000 pounds of through freight for the year on main road,	958,881
Number of tons of freight carried one mile,	495,395,306
Number of tons of freight carried one mile in Pennsylvania,	495,395,306
Gross amount of tonnage for the year, (2,000 pounds per ton,)	5,277,056
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	23
Average rate of speed adopted by express trains, including stops, (miles per hour,)	28
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	41,215	July, 1881,	76,005
February, 1881,	42,309	August, 1881,	80,941
March, 1881,	58,817	September, 1881,	70,924
April, 1881,	63,786	October, 1881,	68,187
May, 1881,	61,928	November, 1881,	68,624
June, 1881,	62,526	December, 1881,	80,197

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	1,230,457	Stone and lime,	65,140
Bituminous coal,	1,253,362	Agricultural products,	783,999
Petroleum and other oils,	591,935	Merchandise and manufactures,	261,083
Pig iron,	60,268	Live stock,	18,424
Railroad iron,	61,612	Lumber,	684,126
Other iron or castings,	112,544	Other articles,	113,479
Iron and other ores,	40,627		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2.74 cents.
For first-class way passengers,	3.09 cents.
For second-class through passengers,	2.11 cents.
For second-class way passengers,	2.41 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile, . . . . .	.5544 cent.
For through coal, per ton per mile, . . . . .	.5544 cent.
For local freight, per ton per mile, . . . . .	.5544 cent.
For local coal, per ton per mile, . . . . .	.5544 cent.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$2,667	91	\$27,410	12	\$30,078	03
February, 1881,	1,447	68	27,821	72	29,269	40
March, 1881,	1,684	94	39,885	11	41,570	05
April, 1881,	1,394	89	43,327	14	44,721	53
May, 1881,	1,856	98	43,176	15	45,033	08
June, 1881,	2,127	61	42,671	68	44,799	29
July, 1881,	2,123	78	50,706	83	52,830	11
August, 1881,	2,174	17	52,326	27	54,500	44
September, 1881,	1,857	07	48,600	95	50,458	02
October, 1881,	2,143	58	46,619	17	48,762	75
November, 1881,	2,417	55	46,096	07	48,513	62
December, 1881,	1,309	19	47,971	92	49,281	11
Total,	\$23,204	80	\$516,612	63	\$539,817	43

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$56,228	31	\$122,484	00	\$178,712	31
February, 1881,	59,965	86	129,581	05	189,546	41
March, 1881,	68,898	28	162,398	34	231,296	62
April, 1881,	59,711	94	170,571	79	230,283	73
May, 1881,	118,852	55	164,964	44	283,816	99
June, 1881,	103,282	09	189,337	33	292,619	42
July, 1881,	73,038	52	151,165	98	224,204	50
August, 1881,	71,820	92	166,396	95	238,217	87
September, 1881,	58,673	53	153,213	22	211,886	75
October, 1881,	55,070	70	173,400	79	228,471	49
November, 1881,	57,770	26	167,971	93	225,742	19
December, 1881,	61,367	14	150,443	95	211,811	09
Total,	\$844,679	60	\$1,901,929	77	\$2,746,609	37

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881, . . .	\$2,210	63	\$1,940	00	\$11,362	37	\$15,513	00
February, 1881, . .	2,210	63	2,200	00	2,274	46	6,685	09
March, 1881, . . .	2,210	69	2,338	53	8,156	95	12,706	17
April, 1881, . . .	2,210	63	2,574	29	13,532	79	18,317	71
May, 1881,	2,210	63	3,523	72	9,157	08	14,891	43
June, 1881,	2,210	69	3,243	89	7,711	54	13,166	12
July, 1881,	2,210	63	2,940	96	9,483	27	14,634	86
August, 1881, . . .	2,210	63	2,869	30	6,050	69	11,130	62
September, 1881, .	2,210	63	3,335	08	8,631	67	14,177	38
October, 1881, . .	2,557	48	3,894	95	8,705	29	15,157	72
November, 1881, .	2,297	34	3,838	00	3,686	60	9,821	94
December, 1881, .	2,297	35	3,652	70	15,730	16	21,680	21
Total,	\$27,047	96	\$36,351	42	\$104,482	87	\$167,882	25

Total passenger earnings for the year,	\$539,817	43
Total freight earnings for the year,	2,746,609	37
Total earnings from all other sources,	167,882	25
Total earnings for the year,	\$3,454,309	05

**EXTRAORDINARY EXPENDITURES CHARGED TO OPERATING EXPENSES
ON ACCOUNT OF ADDITIONS AND IMPROVEMENTS DURING THE YEAR.**

Extension or alteration of road,	\$97,798	26
Land or land damages,	1,260	00
New machine shops, machinery, and tools,	36,220	23
Total,	\$135,278	49
Proportion for Pennsylvania,	\$135,278	49

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$378,593	21
New iron rails,	8,420	69
New steel rails,	85,952	41
Repairs of bridges,	23,856	61
Repairs of buildings and fixtures,	102,197	03
All other expenses for maintenance of way,	79,792	92
Total for maintenance of way,	\$678,812	87

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$217,841	06
Repairs of machinery,	37,346	23
Repairs of passenger, baggage, and mail cars,	52,066	16
Repairs of freight cars,	198,946	14
All other expenses for maintenance of motive power and cars,	39,471	08
Total for maintenance of motive power and cars,	\$545,670	67

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$91,889	11
Salaries, wages, and incidentals chargeable to freight department, . .	505,388	82
Wages of switchmen, signalmen, gatekeepers, and watchmen,	97,870	25
Fuel—wood,	6,867	03
Fuel—coal,	174,681	15
Oil and waste,	82,561	09
Damages for injuries to persons,	2,848	56
Damage for loss of goods and baggage,	16,784	80
Taxes,	89,135	25
Insurance,	11,203	20
Telegraph expenses,	69,303	37
Amount paid other corporations or individuals for use of all other cars,	127,859	30
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	35,685	83
Total miscellaneous,	\$1,210,576	76
Total expenditures for operating the road,	\$2,430,060	30

EARNINGS.

Passenger transportation, local,	\$516,612 63	} Total,	\$539,871	43
Passenger transportation, through,	23,204 80			
Freight transportation, local,	1,901,929 77	} Total,	2,746,609	37
Freight transportation, through,	844,679 60			
Mail service,			27,047	96
Express service,			36,351	42
Miscellaneous,			104,482	37
Total,			\$3,454,309	05
Operating Expenses.				
Maintenance of way and buildings,	\$673,812 87			
Maintenance of motive power and cars,	545,870 67			
Miscellaneous,	1,210,576 76			
Total operating expenses,			2,430,060	30
Net earnings from operating,			\$1,024,248	75
Less extraordinary operating expenses,			135,278	49
Actual net earnings,			\$888,970	26

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company. Pennsylvania Railroad Company furnishes cars and motive power, for which the express company pays a percentage of its gross receipts.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman parlor and sleeping cars are run over our main line between Sunbury and Erie. The Pullman company collects its fare from the passenger. Our company keep the cars in running order.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? The Government fixes a rate per mile per annum, regulated according to weight; the Government furnishes the agent.

STOCK AND DIVIDENDS.

Amount of special stock, and rate of preference, and for what issued: Issued for the conversion of the same amount of seven per cent bonds, and bears interest at eight per cent., \$2,400,000 00
Amount of common stock now outstanding, \$7,013,700 00
Amount of stock issued as stock dividends, and date of issue, None.
Rate and date of all cash dividends on stock of original and consolidated companies, None.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	7	82	4	79	11	111
Employés,		1	18	16	18	17
Others,						
Total,	7	83	17	95	24	128

There are no passengers either killed or injured to report during the year 1881.

This road is leased to the Pennsylvania Railroad Company, for the period of nine hundred and ninety-nine years, from the 6th day of January, 1862, and is operated by that company, under said lease, as modified January 1, 1870.

All information as to characteristics and operations of the road is furnished by said lessee.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, J. N. DuBarry, president, and J. S. Vanzandt, treasurer, of the Philadelphia and Erie Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company,

and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. N. DuBARRY, *President.*
J. S. VANZANDT, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1882.
JOHN C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

Philadelphia and Merion Railroad Company, for the
year ending December 31, 1881.

OFFICERS.*

Names.	Residences.
G. B. Roberts, President,	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 233 South Fourth street, Philadelphia, Pa.

Names of Directors.	Residences.
Josiah Bacon,	Philadelphia, Pa.
R. D. Barclay,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
Joseph Lesley,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
Thomas A. Scott,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
William M. Spachman,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	12,500	00
Capital stock, total amount now paid in,	1,250	00
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.			
Debt incurred for any other purpose, and for what: Surveys and land damages,		\$6,527 01	
Total amount now of floating debt,		\$6,527	01
Floating debt as per last report,		\$497 82	
Total cash realized from capital stock and debt,		\$7,777	01

COST.

Total cost of surveys and land damages and general expenses,	\$7,777 01
--	------------

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, G. B. Roberts, president, and Albert Hewson, treasurer, of the Philadelphia and Merion Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*
ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this 9th day of Febuary, A. D. 1882.
JOHN C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

Receivers of the Philadelphia and Reading Railroad Company, for the year ending November, 30, 1881.

OFFICERS.

Names.	Residences.
Edwin M. Lewis, Receiver,	Philadelphia, Pa.
Franklin B. Gowen, Receiver,	Philadelphia, Pa.
Stephen A. Caldwell, Receiver,	Philadelphia, Pa.
J. Y. Humphrey, Secretary to Receivers,	Philadelphia, Pa.
Samuel Bradford, Treasurer,	Philadelphia, Pa.

Names.	Residences.
George deB. Keim, General Solicitor,	Philadelphia, Pa.
W. Lorenz, Chief Engineer,	Philadelphia, Pa.
J. E. Wootten, General Manager,	Philadelphia, Pa.
George Eltz, Superintendent of Transportation,	Reading, Pa.
J. A. Sweigard, Division Superintendent,	Philadelphia, Pa.
D. C. Reinhart, Division Superintendent,	Williamsport, Pa.
J. H. Olhausen, Division Superintendent,	Mahanoy Plane, Pa.
H. W. Tracy, Division Superintendent,	Pine Grove, Pa.
A. A. Hesser, Division Superintendent,	Cressona, Pa.
General offices at 227 South Fourth street, Philadelphia, Pa.	

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock paid in by last report,		\$34,278,175	28
Capital stock, total amount now paid in: Preferred, \$1,551,800; com- mon, \$32,831,375 28; total,		34,383,175	28
Capital stock, number of shares issued,	687,663,408 7/10000		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.		
Mortgage bonds, (bear interest at 5, 6, and 7 per cent.,) amount, . . .	\$55,696,100	00
Debenture bonds, (bear interest at 6 and 7 per cent.,) amount, . . .	11,678,500	00
Scrip, (bear interest at 6 per cent.,) amount,	5,171,124	10
Bonds and mortgages on real estate, amount,	1,921,484	57
Total amount now of funded debt,	\$74,467,208	67
Floating Debt.		
The amount now of floating debt,	10,325,335	96
Total amount now of floating and funded debt,	\$84,792,544	63
Funded debt as per last report,	\$74,628,572 04	
Floating debt as per last report,	10,584,066 47	
Total cash realized from capital stock and debt,	\$119,175,719	91

Capital accounts.

			DURING YEAR 1891.	
			Increase.	Decrease.
5 per cent. \$ mortgage loan, 1836-80, coupon,				\$14,400 00
7 per cent. \$ mortgage loan, 1836-82, coupon,	\$134 400 00			
6 per cent. \$ mortgage loan, 1843-1910, coupon,	967,200 00			
6 per cent. \$ mortgage loan, 1843-80, coupon,				6,500 00
6 per cent. \$ mortgage loan, 1843-1910, coupon,	545 500 00		\$6.500 00	
6 per cent. \$ mortgage loan, 1844-80, coupon,	1.000 00			4,000 00
6 per cent. \$ mortgage loan, 1844-1910, coupon,	795 000 00		4,000 00	
6 per cent. \$ mortgage loan, 1849-1910, coupon,	92,000 00			
6 per cent. \$ mortgage loan, 1849-80, coupon,				2,000 00
6 per cent. \$ mortgage loan, 1849-1910, coupon,	67.000 00		2,000 00	
6 per cent. \$ mtg. conv. loan, 1857-88, coupon,	79 000 00			
7 per cent. \$ mortgage loan, 1868-93, coupon,	2,700,000 00			
		\$5,381,100 00		
Consolidated mortgage loan, 1871-1911 :				
6 per cent. gold \$ or \$ coupon,	6,999,000 00			
6 per cent. gold \$ coupon,	305 000 00			
6 per cent. gold \$ registered,	858,000 00			
7 per cent. \$ registered,	2,339,000 00			
7 per cent. \$ coupon,	7,310,000 00			
		*12,811,000 00		

			DURING YEAR 1881.	
			Increase.	Decrease.
Improvement mortgage loan, 1873-97 :				
6 per cent. gold \$ or £ coupon,		9,334,000 00		
		\$33,556,100 00		
General mortgage loan, 1874-1908 :				
6 per cent. gold \$ or £ coupon,		†12,638,000 00		
Income mortgage loan, 1876-96 :				
7 per cent. \$ coupon,		2,454,000 00		
		\$55,636 100 00		
Bonds and mortgages on real estate,		1,921,464 57		7,493 00
Total mortgage loans,		\$57,617,584 57		
6 per cent. \$ debenture loan, 1863-92, coupon, . .	\$1,124,900 00			1,000 00
7 per cent. \$ deb. conv. loan, 1870-90, coupon, . .	27,000 00			104 000 00
7 per cent. \$ deb. conv. loan, 1873 92, coupon, . .	10,395,900 00			54,900 00
6 per cent. \$ deb. loan, 1878-96, coupon,	130,700 00			
Scrip, 1877-82 :				
6 per cent. deb. and guaran., . . \$3,311,320 00			12,755 00	
6 per cent. deb. and guaran, frac'l, 3,164 10				
6 per cent. general mortg., gold \$ or £, 1,755,680 00			7,560 00	
6 per cent. Perk'n mortgage, guaran.,			90 00	
gold \$ or £, 100,980 00				
	5,171,124 10			
		16,849,624 10		
Loan of Schuylkill Navigation Com., maturing 1895,	\$1,200,000 00			
Loan of Schuylkill Navigation Com., maturing 1913,	756,850 00			
Loan of Schuylkill Navigation Com., maturing 1915,	621,600 00			
	\$2 578,250 00			
Loan of East Penna. Railroad Com., maturing 1888,	466,900 00			
		3,074,150 00		
Common stock,	\$2 831 375 28		105,000 00	
Preferred stock,	1,551,800 00			
		34,383,175 28		
LIABILITIES.				
Bills payable and loans,	\$8,822,134 33			237,770 12
Wages certificates, 900 00				330 00
Receivers' certificates for interest on O. M. loan,				
due June 1, 1880, 300,000 00				
Receivers' certificates for materials and supplies, .	1,202,211 63			
Certificates for materials purchased,				120 30
Floating debt,	10,325,335 96			
Instalments deferred income bds., (less discount,)	1,864,890 29		1,864,890 29	
Debts due by the company and by the receivers :				
Due to leased roads and canals, account				
rental, \$1,088,605 82			89,503 73	
Due to connecting railroad companies, 559,240 11				60,300 93
Due on account current business, 89,564 09			17,927 80	
Due for wages, materials, drawbacks,				
&c., 1,083,765 87			307,771 24	
Unpaid interest and dividends, 2,019,099 41			624,630 00	
State tax on capital stock and gross re-				
ceipts, 231,401 40			111,507 32	
Sundry credits, 391,035 85				5,912 00
	5,522,712 05			
Insurance funds,	\$488,375 24		\$66,570 17	
Sinking fund loan, 1886-82,	166,070 45			
Sinking fund Schuylkill Navigation Company im-				
provement bonds, due November 1, 1880,	223,000 00			
		\$18,595,363 99		
		\$120,519,917 94	\$3,221,705 51	\$520,231 71
Less amount of decrease,			520,231 71	
Total amount of increase,			\$2,701,423 80	

* \$5,578,000 of this loan held to meet above \$3,331,100.

† \$34,990,000 of this loan held to meet above \$33,556,100.

COST.

Total cost of entire road to date, including all real estate owned by the company—all depots, machine shops, and tools,	\$38,201,433	17
Average of same per mile of road laid,	\$116,823	95
Average of same per mile of single track,	48,819	72
Proportion of same for Pennsylvania, All in Pennsylvania.		
Total cost of entire equipment,	\$9,355,442	24
Average cost of equipment per mile of road operated by company, . .	12,591	44
Average cost of equipment per mile of road owned by company, . .	28,609	91
Proportion of same to Pennsylvania, All in Pennsylvania.		
Cost of road and equipment per mile of road owned by company, . .	145,433	86
Proportion of same for Pennsylvania, All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.		
	Whole length.	Length in Penn'a.	
Length of main line, from Philadelphia to Mt. Carbon,	98.4	All.	
Length of double main track,	98.4		
Branches.			
Northern Liberties and Penn Township branch, from Broad street, Philadelphia to Delaware river, Philadelphia, {	Length of branch, . .	1.4	All.
	Length of double track, . .	1.4	
Port Kennedy branch, from Port Kennedy to Lime Kilns, {	Length of branch, . .	1.2	All.
	Length of single track, . .	1.2	
Lebanon Valley branch, from Reading to Harrisburg, {	Length of branch, . .	53.7	All.
	Length of single track, . .	9.2	
	Length of double track, . .	44.5	
Lebanon and Tremont branch, from Lebanon to Brookside, {	Length of branch, . .	42.2	All.
	Length of single track, . .	42.2	
Schuylkill and Susquehanna branch, from Rockville to Auburn, {	Length of branch, . .	53.4	All.
	Length of single track, . .	53.4	
Mount Carbon branch, from Mount Carbon to Wadesville and Mt. Laffy, {	Length of branch, . .	8 5	All.
	Length of single track, . .	8 5	
Mahanoy and Shamokin branch, from Mahanoy City to Herndon, {	Length of branch, . .	64.6	All.
	Length of single track, . .	53.8	
	Length of double track, . .	10.8	
Moselem branch, from Leesport to Quarry, {	Length of branch, . .	1.7	All.
	Length of single track, . .	1.7	
West Reading branch, from Reading to Reading, {	Length of branch, . .	1.9	All.
	Length of single track, . .	1.9	
Leased Roads.			
Chester Valley railroad, from Bridgeport to Downingtown, {	Length of road,	21.5	All.
	Length of single track, . .	21.5	
Colebrookdale railroad, from Pottstown to Barto, {	Length of road,	12 8	All.
	Length of single track, . .	12.8	
Pickering Valley railroad, from Phoenixville to Byers, {	Length of road,	11	All.
	Length of single track, . .	11	
East Pennsylvania railroad, from Reading to Allentown, {	Length of road,	36	All.
	Length of single track, . .	17.7	
	Length of double track, . .	18.3	
Allentown railroad, from Tapton to Kutztown, {	Length of road,	4.5	All.
	Length of single track, . .	4.5	
Little Schuylkill railroad, from Port Clinton to Tamaqua, {	Length of road,	28.1	All.
	Length of single track, . .	28.1	
Mine Hill railroad, from Schuylkill Haven to Tremont and Locust Gap, . {	Length of road,	53.1	All
	Length of single track, . .	31.3	
	Length of double track, . .	21.8	

Mount Carbon and Port Carbon rail- road, from Mt. Carbon to Palo Alto,	{ Length of road,	2.5	All.
Mill Creek railroad, from Palo Alto to New Castle,	{ Length of double track, Length of road,	2.5 3.8	All.
Schuylkill Valley railroad, from Palo Alto to Tuscarora,	{ Length of double track, Length of road,	3.8 11	All.
East Mahanoy railroad. from East Ma- hanoy junction to Mahanoy City,	{ Length of single track, Length of double track,	5.7 5.3	All.
Philadelphia, Germantown and Norris- town railroad, from Philadelphia to Norristown and Chestnut Hill,	{ Length of road, Length of single track, Length of double track,	10.7 10.7 33.7	All.
Catawissa railroad, from Tamanend to Williamsport,	{ Length of single track, Length of road,	13.5 20.2 93	All.
Philadelphia and Chester branch, from Philadelphia to Chester,	{ Length of single track, Length of double track,	93 14.1 9.2	All.
North Pennsylvania railroad, from Philadelphia to Bethlehem,	{ Length of double track, Length of road,	4.9 86.4 39.5	All.
Delaware and Bound Brook railroad, from Delaware river to Bound Brook,	{ Length of single track, Length of double track,	46.9 80.7 3.7	
Norristown Junction railroad, from P. G. and N. railroad, at Norristown, to Stony Creek railroad, at Norristown,	{ Length of double track, Length of road,	27 .4 .4	All.
Aggregate length of main line and branches,		327	
Aggregate length of leased roads,		453.3	
Aggregate length of sidings and other track not above enumer- ated,		555.1	
Aggregate length of main line, branches, leased roads, sidings, and other track,		1,335.4	
Length of track laid,		1,641.6	

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use,	1,365.6
Miles of steel rail in use,	276.
Weight of rail per yard, { Iron,	56 and 68 lbs.
{ Steel,	68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	1,217
Wooden bridges, number of, 799; aggregate length, . . .	32,501 feet.
Stone bridges, number of, 112; aggregate length, . . .	9,402 feet.
Iron bridges, number of, 197; aggregate length, . . .	13,274 feet.
Wooden trestles, number of, 109; aggregate length, . . .	37,792 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Trenton railroad, at Richmond, Philadelphia; Lehigh Valley railroad, at Ashland; Northern Central railroad, at Heradon; Mine Hill and Schuylkill Haven railroad, at Schuylkill Haven;

Philadelphia and Erie railroad, at Milton, Montgomery, and Williamsport ; Sunbury, Hazleton and Wilkes-Barre railroad, at Catawissa ; Pottsville and Minersville railroad, at Minersville.

What railroads cross your road, either over or under your grade, in this Commonwealth? Connecting railroad, at Philadelphia and Fairmount Park, (over ;) Germantown and Norristown railroad, at Falls and Nicetown, Philadelphia, (over ;) North Pennsylvania railroad, at Fairhill Junction, Philadelphia, (over ;) Lehigh Valley railroad, at Shenandoah, (over ;) Lehigh Valley railroad, at Conner colliery, (under ;) Lehigh Valley railroad, at Ashland, (under ;) Schuylkill and Lehigh railroad, at one half mile south of Tuckerton, (over ;) Lackawanna and Bloomsburg railroad, at Rupert, (under.)

Stations.

Number of stations on main road, at which there are agents, passenger and freight,	49
Number of stations on branches, at which there are agents, passenger and freight,	46
Number of stations on leased roads, at which there are agents, passenger and freight,	165
Number of engine-houses and shops in Pennsylvania, 70 ; total number entire road,	71
Number of wood and water stations on main road,	18
Number of wood and water stations on branches,	42
Number of wood and water stations on leased roads,	59
Value of real estate held by the company, including right of way,	\$7,688,344 25
Number of tunnels, 10 ; aggregate length,	13,066

How is track laid and on what foundation? Broken stone and furnace cinder.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	60	\$11,000	00
Number of locomotives of more than 30 tons weight,	268	10,000	00
Number of locomotives of more than 20 tons weight,	139	8,500	00
Number of locomotives of more than 10 tons weight,	39	7,000	00
Number of locomotives of less than 10 tons weight,	2	6,800	00
Number of first-class passenger cars,	384	4,900	00
Number of second-class passenger cars,	46	2,400	00
Number of baggage, mail, and express cars,	76	1,400	00
Number of freight cars, } House cars,	2,225	520	00
Number of freight cars, } Trucks,	8,049	455	00
Number of coal, ore, and stone cars,	16,786	475	00
Number of caboose cars,	172	433	00

The average cost of cars, as stated, is that of eight-wheel cars of the several classes.

What kind of train-brake is in use on your road? Westinghouse automatic air-brake.

Average number of cars in passenger trains, including baggage cars,	5
Average number of cars in coal trains, 8-wheel,	31
Average number of cars in freight trains, 8-wheel,	18
Average weight of passenger trains, including locomotive and tender, in working order, tons of 2,000 pounds,	150 tons.
Average weight of coal trains, including locomotive and tender, in working order, tons of 2,240 pounds,	590 tons.
Average weight of freight trains, including locomotive and tender, in working order, tons of 2,000 pounds,	254 tons.

Employees.

Average number of persons regularly employed by company, not including canals,	12,792
Same in Pennsylvania, (this includes persons partly in the State,)	12,397

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains,	3,008,313
Number of miles run by freight trains,	2,308,155
Number of miles run by coal trains,	3,591,190
Number of passengers (all classes) carried in cars,	10,561,853
Number of miles traveled by same,	141,552,450
Number of miles traveled in Pennsylvania,	131,565,062
Number of tons of merchandise and coal carried one mile on main line and branches,	1,014,988,178
Number of tons of freight carried one mile in Pennsylvania,	986,974,516
Gross amount of tonnage for the year, (2,000 pounds per ton,) including materials for use of road and weight of passengers,	16,841,807
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	22
Average rate of speed adopted by express trains, including stops, (miles per hour,)	42
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	14
Average rate of speed adopted by coal trains, including stops, (miles per hour,)	9

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1880,	751,316	August, 1881,	1,043,413
January, 1881,	754,799	September, 1881,	1,076,270
February, 1881,	638,970	October, 1881,	990,691
March, 1881,	759,748	November, 1881,	869,391
April, 1881,	845,604		
May, 1881,	863,399	Total,	<u>10,561,853</u>
June, 1881,	969,167		
July, 1881,	999,085		

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	8,664,879	Merchandise and manufactures,	528,048
Bituminous coal,	875,920	Live stock,	56,480
Petroleum and other oils,	422,200	Lumber,	451,857
Pig iron,	542,069	Other articles and express goods,	
Railroad iron,	282,054	company's merchandise, materials, passengers, baggage, &c.,	2,292,014
Other iron or castings,	462,921		
Iron and other ores,	922,922		
Stone and lime,	642,631	Total,	16,841,807
Agricultural products,	1,197,862		

Rate of Fare for Passengers charged for the respective classes per mile.

Passengers, proximate average per mile, 2.03 cents.

Rate per ton per mile charged for Merchandise and Coal.

For freight and tolls on merchandise, (2,000 pounds,) per ton per mile, proximate average, 1.87 cents.

For freight and tolls on coal, (2,240 pounds,) per ton per mile, proximate average, 1.56 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
December, 1880,			\$208,272 83
January, 1881,			194,067 52
February, 1881,			168,464 19
March, 1881,			206,292 01
April, 1881,			227,397 85
May, 1881,			241,582 10
June, 1881,			246,709 09
July, 1881,			287,990 08
August, 1881,			305,011 06
September, 1881,			278,815 91
October, 1881,			268,587 27
November, 1881,			239,733 61
Total,			\$2,872,423 02

From Transportation of Freight.

MONTHS.	Merchandise.	Coal.	Total.
December, 1880,	\$420,950 16	\$612,278 63	
January, 1881,	385,759 29	597,463 86	
February, 1881,	368,990 93	692,706 87	
March, 1881,	463,691 11	782,053 69	
April, 1881,	457,761 97	622,214 54	
May, 1881,	505,752 38	703,782 54	
June, 1881,	484,923 49	715,844 54	
July, 1881,	465,483 81	763,877 59	
August, 1881,	495,045 78	919,272 14	
September, 1881,	551,555 06	847,279 11	
October, 1881,	559,419 21	899,153 68	
November, 1881,	512,144 61	929,642 19	
Total,	\$5,671,477 80	\$9,085,069 38	\$14,756,546 68

From all other Sources.

MONTHS.	Mails.		Steam colliers and coal barges.		Miscellaneous and shipping.		Total.	
December, 1880, .	\$4,091	09	\$57,559	86	\$51,077	28	. . . . .	.
January, 1881, . .	8,984	36	54,939	83	80,487	95	. . . . .	.
February, 1881, .	4,091	09	54,802	16	43,513	65	. . . . .	.
March, 1881, . . .	4,091	09	58,920	02	70,140	40	. . . . .	.
April, 1881, . . .	4,091	09	47,714	58	77,662	20	. . . . .	.
May, 1881,	4,091	09	52,737	72	65,632	07	. . . . .	.
June, 1881,	4,091	09	60,489	41	71,185	47	. . . . .	.
July, 1881,	4,091	09	62,852	01	124,136	85	. . . . .	.
August, 1881, . . .	4,091	09	77,426	33	72,521	18	. . . . .	.
September, 1881, .	4,091	09	75,849	18	82,301	63	. . . . .	.
October, 1881, . . .	5,403	77	71,556	06	90,266	50	. . . . .	.
November, 1881, .	4,419	26	78,850	56	103,969	09	. . . . .	.
Total,	\$50,627	20	\$747,697	72	\$932,848	77	\$1,731,168	69
Total passenger earnings for the year,							\$2,872,423	02
Total merchandise and coal earnings for the year,							14,756,546	68
Total receipts from all other sources,							1,731,168	69
Total earnings for the year,							\$19,360,138	39
* Proportion of receipts in Pennsylvania,							\$18,706,538	84

* This includes receipts from steam colliers and coal barges, which are partly out of the State.

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$1,095,834	47
Railroad iron,	813,872	24
Repairs of bridges,	159,737	47
Repairs of buildings, depots, and fixtures,	322,531	75
All other expenses for maintenance of way,	221,518	20
Total for maintenance of way,	\$2,143,494	18
Cost per mile of road kept in repair,	\$2,747	01
Proportion for Pennsylvania,	2,073,220	72

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$862,395	79
Repairs of tools and machinery,	40,894	79
Repairs of passenger, baggage, and mail cars,	272,444	24
Repairs of merchandise and coal cars,	908,328	03
Total for maintenance of motive power and cars,	\$2,084,052	85
Cost per mile of road operated,	\$2,670	84
Proportion for Pennsylvania,	1,999,808	04

MISCELLANEOUS.

Salaries of officers, agents, &c., on the road ; wages of engineers, firemen, conductors, and other train hands,	\$2,872,146	94
Wages of switchmen, signalmen, gatekeepers, watchmen, and depot hands,	475,154	25
Fuel—number cords of wood, 6,868; cost and preparing for use, . .	27,070	89
Fuel—number tons of coal, 459,089; cost and preparing for use, . .	992,399	72
Oil and waste,	212,445	47
Telegraph, water rents, &c.,	169,893	82
Shipping expenses at Point Richmond and Elizabethport,	387,285	30
Damage for loss of goods and baggage,	17,137	34
Fuel and materials for depots, horse feed, &c.,	105,896	37
Taxes,	346,973	32
Insurance, profit and loss, damages, &c.,	75,304	64
Rents of laterals, &c.,	2,629,421	21
Steam colliers and coal barges,	457,216	76
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	498,229	10
Total miscellaneous,	\$9,266,575	13
Amount per mile of road operated,	\$11,875	66
Proportion for Pennsylvania,	8,833,001	90
Total expenditures for operating the road, steam colliers and coal barges,	13,494,122	11
Expenses per mile of road operated, not including steam colliers and coal barges,	16,707	56
Expenses per train mile, not including steam colliers and coal barges,	1	46.4
Proportion for Pennsylvania,	12,906,030	66

EARNINGS.

Passenger transportation,	\$2,872,423	02
Merchandise transportation, local, \$5,671,477 30	Total,	14,756,546 68
Coal transportation, through, 9,085,069 88		
Mail service,	50,627	20
Steam colliers and coal barges,	747,697	72
All other sources of income,	932,843	77
Total,	\$19,360,138	39
Operating Expenses.		
Maintenance of way and buildings, \$2,143,494 13		
Maintenance of motive power and cars, 2,084,052 85		
Miscellaneous, 9,266,575 13		
Total operating expenses, including steam colliers and coal barges, being 69.7 per cent. of earnings,	13,494,122	11
Net earnings, not including loss on canals,	\$5,866,016	28
Earnings per mile of road operated, not including steam colliers and coal barges,	\$23,852	93
Expenses per mile of road operated, not including steam colliers and coal barges,	16,707	56
Net earnings, not including loss on canals,	5,866,016	28

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Phladelphia and Reading Railroad Company transacts its own express business.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Sleeping cars are run, the charges for the use of the berths being collected by the Pullman Palace Car Company, who are the owners of the cars.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$50,627 20. No contracts. Terms vary on the different branches.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for

what issued, \$1,551,800 00

Amount of common stock now outstanding, 32,831,375 28

Amount of stock issued as stock dividends, and dates of issue: None issued during the year.

Rate and date of all cash dividends on stock of original and consolidated companies: None issued during the year.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	1	2	5	3	6
Employees,	16	84	27	29	43	63
Others,	5	2	51	27	56	29
Total,	22	87	80	61	102	98

Statement of each Accident.

December 1, 1881. Milton Kepner, fatal; run over while coupling cars, at Philadelphia.

December 4. Sydney R. Morris, fatal; fell from train, at Fair Hill junction.

December 6. Carl Shaefer, fatal; struck by train while walking on track, near Sellersville.

December 6. Samuel Gunigan, fatal; fell from train, near Chalfont.

December 6. Unknown man, fatal; circumstances not known; body lying on track when found, at St. Clair.

December 11. James Gaffney, fatal; strack by engine while walking on track, near West Falls.

December 11. John C. Schum, leg injured; run over while uncoupling cars, at Palo Alto.

December 16. Joseph Vanderslice, fatal ; struck by engine while walking on track, near Phoenixville.

December 23. Patrick Donahue, Thomas Kenvin, William Ash, John Maher, fatal ; explosion of locomotive boiler, near Eagle Hill.

December 24. John B. Brower, leg broken ; falling from water tank, at Pottstown.

December 27. Marcus Friel, head and shoulders injured ; struck by train, at St. Clair.

January 2, 1881. Abraham Fadley, fatal ; fell from engine, at Philadelphia.

January 3. Joseph Deehan, fatal ; fell under train, at Philadelphia.

January 3. Timothy Higgins, fatal ; fell from train, at Philadelphia.

January 9. Edward W. Cannon, fatal ; struck by train, at Bridgeport.

January 12. John Lentz, arm injured while coupling, at Philadelphia.

January 15. Ridgeway Walker, leg injured ; struck by piece of iron projecting from car, at Belmont.

January 17. Alexander S. Johnson, fatal ; attempting to get on train, at Manayunk.

January 21. William F. Schrach, thigh broken and internal injuries ; caught between cars while attempting to cross track, at Philadelphia.

January 21. Benjamin Eyrich, legs cut off ; attempting to jump on train, at Chester.

January 24. George Kenworthy, fatal ; caught between cars, at Philadelphia.

January 25. James Leo, (boy,) fatal ; attempting to get on train, at Philadelphia.

January 28. Charles Kehoe, fatal ; struck by train while working on track, near Palo Alto.

January 28. Henry Shinlever, head and body injured ; struck by engine while coupling cars, at Philadelphia.

January 31. Howard W. Mason, arm injured ; caught between bumpers, at Pottstown.

February 1. John Brogan, arm injured ; caught between bumpers, at Reading.

February 5. James Gallagher, head injured ; striking against overhead bridge, at Philadelphia.

February 7. William Kapff, fatal ; caught between cars, at St. Clair.

February 7. Charles Ely, hand injured ; caught between draw-heads, at Reading.

February 7. Levin Brownback, arm broken ; caught in gearing of locomotive, at Reading.

February 9. George Shainline, leg, foot, and arm injured ; fell under cars while coupling, at Bridgeport.

February 10. Michael Hollohan, Patrick Fardy, and Richard Norton,

fatally injured, and N. S. McFetridge, shoulder blade and ribs broken ; collision between passenger train and freight train, at Rock Hill.

February 12. James Kelsey, head and back injured ; striking against overhead bridge, at Phoenixville.

February 16. W. H. Campbell, fatal ; circumstances not known ; body found lying on track, at Reading.

February 16. William Kelly, fatal ; struck by train, at Belmont.

February 19. Andres Andraszky, fatal ; struck by train while walking on track, near Philmont.

February 21. William R. Lee, hand injured ; caught between draw-heads while coupling, at Harrisburg.

February 22. Frank Wertz, fatal ; struck by train while walking on track, near Big Mine Run Junction.

February 22. Augustus Warley, fatal ; struck by train while walking on track, near Douglassville.

February 25. James Hampton, arm broken and internal injuries ; struck by engine, at Bridgeport.

February 26. George W. Mauger, head and foot injured ; struck by train, at Pottstown.

February 26. Barney Gallagher, (boy,) fatal ; circumstances not known ; body found lying in coal pit, at Allentown.

February 26. Mortimer Rimby, hip injured ; caught between cars, at Lansdale.

March 4. Edward Carlin, head and hand injured ; jumping off train, at Pencoyd.

March 5. John Lawless, leg cut off ; attempting to board train, near Pottstown.

March 11. William Forebaugh, fatal ; struck by train while standing on track, at Philadelphia.

March 13. Peter Campbell, leg injured ; attempting to jump on train, at Jenkintown.

March 15. John McMonegle, (boy,) fatal ; striking against overhead bridge, at Philadelphia.

March 16. Edward E. Wertz, foot cut off ; fell off train, at Allentown.

March 19. Albert Rickets, leg injured ; struck by train while walking on track, at Philadelphia.

March 21. Elizabeth Loos, fatal ; caught between cars while gathering coal from track, at Philadelphia.

March 21. William S. Woodward, arm injured ; caught between bumpers, at Philadelphia.

March 21. Daniel Clewell, head and body injured ; attempting to cross track, at North Wales.

March 21. David Betzner, fatal ; struck by train while walking on track, at Philadelphia.

March 24. John D. Lentz, leg injured ; fell between cars and platform while getting off train, at Bellevue.

March 28. Peter Schoenenberger, arm and hand injured ; caught between cars, at Bethlehem.

March 30. John Brennan, (boy,) legs injured ; caught between bumpers, at Auburn.

April 2. Franklin J. Noll, severe internal injuries ; caught between cars, at Reading.

April 5. John Smith, (boy,) fatal ; fell from wagon while crossing track, and run over by train, at Philadelphia.

April 6. Thomas McManus, fatal ; caught between cars, at Philadelphia.

April 7. John H. Becker, arm injured ; caught between bumpers, at Harrisburg.

April 8. Patrick Smith, arm injured ; caught between bumpers, at Philadelphia.

April 9. Daniel O'Donnell, fatal ; attempting to jump on train, at Philadelphia.

April 9. Michael Ryan, fatal ; struck by train, at Philadelphia.

April 12. William Trimble, fatal ; circumstances not known ; body found lying on track, at Philadelphia.

April 20. Patrick Burke, fatal ; attempting to get off train, at Mahanoy Plane.

April 22. William Troy, internal injuries ; attempting to get on train, at Reading.

April 26. Earnest Miller, arm injured ; fell from train and was run over, at Philadelphia.

May 2. Rosa Coleman, foot injured ; run over by train, at Mingo.

May 2. D. A. Smith, leg broken ; attempting to jump off train, at Pottsville.

May 3. John M. Carr, (boy,) fatal ; stepping in front of train, at St. Clair.

May 3. Charles Quinn, arm broken ; struck by train while gathering coal on track, at Philadelphia.

May 5. John Shantz, fatal ; struck by train, near Monocacy.

May 5. Thomas Coyle, arm dislocated ; fell from train, at Philadelphia.

May 7. Robert Winchester, (boy,) fatal ; attempting to jump on train, at West Manayunk.

May 8. John Kerchrist, fatal ; fell from train, near Pottstown.

May 12. Edward Wright, (boy,) leg injured ; attempting to jump on train, at Falls.

May 12. James Monaghan, hands injured ; fell from cars, at Sellersville.

May 14. James Wilkes, hand injured ; caught between bumpers, at Phoenixville.

May 16. James White, leg broken ; attempting to jump off train, at Philadelphia.

May 16. Joseph Quinn, (boy,) leg cut off and arm injured ; run over while sitting on track, at Schuylkill Haven.

May 16. William F. Brennan, legs injured; fell from car, at Philadelphia.

May 20. Charles McKinney, fatal; fell from train, near Dreherstown.

May 21. William Stitt, ribs broken and leg injured; struck by train while crossing track, at Philadelphia.

May 23. Jefferson T. Focht, arm injured and ribs broken; caught between cars, at Philadelphia.

May 24. Charles McCourt, fatal; circumstances not known; body found lying alongside of track, at Philadelphia.

May 27. Jeremiah Reed, fatal; struck by fragments of cylinder which exploded, at New Castle.

May 31. Thomas Conway, fatal; caught between bumpers, at Palo Alto.

June 1. C. Walton Merkle, hand injured; caught between draw-heads, at Bridgeport.

June 8. Ellen Toole, (child,) fatal; struck by train while playing on track, near Lost Creek.

June 8. James Martin, (boy,) fatal; jumped off train, at Philadelphia.

June 10. James Tollay, leg injured; fell off train, at Port Kennedy.

June 11. Alexander Butler, (boy,) fatal; attempting to jump from train, at Mill Creek.

June 11. Alexander Sweeney, fatal; run over by train while lying upon track, near Spring Mill.

June 16. John Barral, leg cut off; attempting to jump off train, at Falls.

June 18. William H. Minker, (boy,) fatal; struck by engine while gathering coal on track, at Reading.

June 24. Robert C. Wiswell, (boy,) fatal, attempting to jump on or off train, at Chester.

June 25. Wilson Zweizig, (boy,) fatal; caught between bumpers, at Leesport.

June 25. Thomas Thackrey, leg injured; falling in front of cars, at Norristown.

June 16. John H. Miller, leg cut off; attempting to jump off train, at Royer's Ford.

June 27. Alonzo Dean, (boy,) leg injured; attempting to jump on train, at Philadelphia.

June 28. William Klemmer, breast and shoulders injured; caught between cars, at Reading.

June 30. Adam Haines, fatal; struck by engine, near Pottstown.

July 1. Abner Jones, fatal; fell on track and run over by train, at Belmont.

July 3. Clara Burkhart, (girl,) fatal; struck by train while crossing track, at Philadelphia.

July 4. Henry Byerle, fatal; struck by engine, at Perkiomen junction.

July 5. William Carroll, fatal; run over while uncoupling cars, at Belmont.

July 11. Thomas Dillon, severe internal injuries ; caught between cars, at Port Kennedy.

July 14. Charles Ritchie, foot injured ; caught by wheel while coupling cars, at Limerick.

July 14. Patrick Howard, fatal ; struck by train while walking on track, at Duy's Lane.

July 18. William Clark, arm injured ; fell while jumping off engine, at Philadelphia.

July 23. Levi Houck, fatal ; attempting to jump on train, near Never-sink.

July 25. John Vought, fatal ; attempting to jump on train, at Philadelphia.

July 25. David Baird and Robert Hogg, fatal ; struck by engine while working on track, near Makefield.

July 26. John Fitzpatrick, (boy,) hand and leg injured ; attempting to get on train, at Falls.

July 28. Frank J. Bilmiers, (boy,) fatal ; attempting to get on train, near Conshohocken.

July 29. John Roach, fatal ; attempting to get on train, near Mahanoy City.

July 30. James E. Taggart, fatal ; caught between cars, at Port Clinton.

August 1. Merrill Talmage, (boy,) head badly injured ; circumstances not known ; found lying along side of track, near Pottstown.

August 7. Adam Christy, fatal ; fell through bridge, at Phoenixville.

August 15. John Kendle, leg injured ; caught between cars, at Philadelphia.

August 17. Charles Grass, arm injured ; caught between cars, at Philadelphia.

August 17. Harry Delbough, (boy,) fatal ; attempting to get off train, at Shamokin.

August 19. Joseph Schlotaman, fatal ; caught between cars, at Rupert.

August 22. John Ewing, fatal ; struck by train while working on track, at Oak Lane.

August 22. Joseph Cravin, (boy,) fatal ; attempting to get on train, at Manayunk.

August 24. Patrick Murphy, leg injured ; caught between bumpers, at Philadelphia.

August 25. George DeBarr, fatal ; fell from cars and was run over, at Philadelphia.

August 26. Peter Gilbert, fatal ; run over while lying on track, near Colorado.

August 31. John Hobin, leg cut off and head injured ; attempting to get off train, at Rappahannock.

September 1. George Nau, fatal ; fell off train, near Reading.

September 5. Mrs. Margaret Ebinger, fatal; run over by draft of cars while walking on track, at Philadelphia.

September 5. Thomas King, drowned; engine run off track and into river, at Philadelphia.

September 5. Bartholomew Ward, fatal; falling off car, at Philadelphia.

September 5. George J. Myers, fatal; striking against overhead bridge, at Church Road.

September 6. George W. Knoll, head and body injured; fell from car, near Penllyn.

September 6. Jacob Michener, fatal; struck by engine, at Bridgeport.

September 14. Theresa Hodapp, fatal; run over while gathering coal from track, at Reading.

September 14. Martin Carden, arm injured; caught between bumpers, at Philadelphia.

September 15. Henry Barber, (boy,) leg cut off; attempting to jump off train, at Spring Mill.

September 16. Joseph Turner, hips injured; fell from car, at Largsdale.

September 16. John Ellison, arm injured; caught between bumpers, at Philadelphia.

September 16. Sarah Seaber, fatal; attempting to pass under cars, at Reading.

September 20. Strickland Gehret, (boy,) foot cut off; struck by train while walking on track, at Reading.

September 22. Thomas M. Yost and George W. Kenney. fatal; car running away and colliding with coal train, near Barry.

September 22. Irvin Shearer, (boy,) fatal; attempting to jump off train, at Tuckerton.

September 24. James Y. Hill, head and body injured; struck by engine, at Harrisburg.

September 25. John Martin, leg injured; attempting to jump off train, at Ambler.

September 29. Henry Evans, legs injured; fell from car, at Philadelphia.

October 1. George Sweimler, arm injured; attempting to jump from train, at Philadelphia.

October 4. Henry H. Siner, fatal; struck by train while walking on track, at Philadelphia.

October 6. Matthew Kennedy, fatal; fell from train, at William Penn colliery.

October 6. William Davis, hand injured; caught between draw-heads, at Phoenixville.

October 6. Robert J. Wood, (child,) thigh broken and head injured; struck by train while sitting on track, at Philadelphia.

October 7. William Jones, (boy,) fatal; caught between cars, at Danville.

October 7. Edward Moyer, leg broken; caught between cars, at Danville.

October 12. James Levey, fatal; caught between cars while attempting to pass through train, at Philadelphia.

October 13. Edward D. Deisher, internal injuries; caught between cars, at Colorado colliery.

October 14. George England, arm broken; attempting to jump from train, near Neversink.

October 15. John Littlehales, fatal; attempting to get on train, at Shenandoah.

October 17. James Jemmason, arm injured; caught in machinery of engine, at Philadelphia.

October 17. James Kerns, fatal; fell from train, near Pottsville.

October 21. Edward H. Fannon, collar and breast bone broken; caught between cars, at West Conshohocken.

October 25. Jonathan Shaw, fatal; circumstances not known; body found lying on track, at Bridgeport.

October 27. John McHugh, head injured; falling off train, at West Spring Mill.

October 27. Louis Loff, fatal; struck by engine while walking on track, at Philadelphia.

October 28. John Walsh, fatal; struck by train, near Sellersville.

October 29. Millard Kintzel, hip dislocated; fell from cars, at Tamaqua.

November 1. John A. Rath, knee injured; caught between bumpers, at Pottsville.

November 2. Cyrus M. Riffert, fatal; struck by cars, at Reading.

November 4. Edward Morris, (boy,) leg cut off; attempting to jump off train, at Gray's Ferry.

November 5. Patrick Kinney, shoulder dislocated; collision of trains, near Pottstown.

November 8. Aaron Ressler, head and body injured; fell from train, at Port Clinton.

November 8. Samuel Hault, (boy,) fatal; fell from train, at Lansdale.

November 8. Jesse Allebach, leg cut off; fell from car, at Reynolds.

November 9. Morris Haines, foot cut off; fell from train, at Bridgeport.

November 10. Edward F. Barry, fatal; struck by train while attempting to cross track, at Bethlehem.

November 11. Frank Berger, legs and foot injured; fell off train and run over, near Lincoln colliery.

November 12. Jeremiah Sullivan, fatal; struck by train while walking on track, at Mt. Carbon.

November 15. Michael Gerrity, fatal; struck by train while attempting to cross track, at Kohinoor colliery.

November 17. Jerome Hummel, hand injured; caught between draw-heads, at Pottstown.

November 22. Charles Cornett, leg broken; attempting to jump off engine, at Tuckertown.

November 22. John Mansfield, head and body injured ; struck by train, at Spring Mill.

November 22. John Redmond, legs and body injured ; struck by train, at Spring Mill.

November 23. George Batzer, fatal ; attempting to jump on train, at Philadelphia.

November 24. Charles Bishop, legs injured ; struck by train, near Philadelphia.

November 27. Kane O'Connor, arm injured ; caught between bumpers, at Belmont.

November 28. R. C. Northey, fatal ; struck by cars, near St. Nicholas.

November 28. James McLaughlin, hip and collar-bone broken ; striking against telegraph pole, at Philadelphia.

November 29. R. Bretz, fatal ; fell off car, and was run over, at Schuylkill Haven.

November 29. James Quinn, legs injured ; struck by cars, at Philadelphia.

November 30. H. S. Ford, collar-bone dislocated ; caught between cars, at Germantown.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, E. M. Lewis, F. B. Gowen, S. A. Caldwell, receivers, and S. Bradford, treasurer, of the Philadelphia and Reading Railroad Company, who, being duly sworn or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 3^d, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

EDWIN M. LEWIS,

F. B. GOWEN,

S. A. CALDWELL,

Receivers.

S. BRADFORD, *Treasurer.*

Sworn or affirmed and subscribed before me, this 11th day of February, A. D. 1882.

J. Y. HUMPHREY, *Notary Public.*

REPORT
OF THE
Philadelphia and Trenton Railroad Company, for the
year ending December 31, 1881.

OFFICERS.

Names.	Residences.
Strickland Kneass, President,	Philadelphia, Pa.
James R. McClure, Secretary,	Philadelphia, Pa.
William Taylor, Treasurer,	Cambridge, N. J.

General offices at Philadelphia, Pa., 233 South Fourth street.

Names of Directors.	Residences.
Strickland Kneass,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
George B. Roberts,	Philadelphia, Pa.
George M. Dorrance,	Bristol, Pa.
Edmund Smith,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
H. D. Welsh,	Philadelphia, Pa.
A. M. Fox,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000,000	00
Capital stock authorized by votes of company,	1,259,100	00
Capital stock, amount subscribed,	1,259,100	00
Capital stock, total amount now paid in,	1,259,100	00
Capital stock, number of shares issued,	12,591	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Total cash realized from capital stock,	\$1,259,100 00
---	----------------

COST.

Total cost of entire road to date,	\$1,803,235 50
Equipment furnished by Pennsylvania Railroad Company, lessee.	

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Kensington to Morrisville,	26.57	26.57
Length of double main track,	26.57	26.57
Branches.		
Tioga Street branch, from main line in Kensington to gas works on Dela- ware river,	Length of branch,	1.23
	Length of single track, . .	1.23
Leased Roads.		
Connecting railway, from Mantua junction to Frankford junction,	Length of road,	6.75
	Length of double track, . .	6.75
Frankford and Holmesburg railroad, from Holmesburg junction to Bus- tleton,	Length of road,	4.16
	Length of single track, . .	4.16
Trenton Delaware Bridge, from Mor- risville Pa., to Trenton, N. J.,	Length of bridge, . . . .	.19
	Length of double track, . .	.19
Aggregate length of main line and branches,	27.80	27.80
Aggregate length of leased roads,	11.10	11.10
Aggregate length of sidings and other track not above enumer- ated, owned by Philadelphia and Trenton railroad,	21.11	21.11
Aggregate length of main line, branches, leased roads, sidings, and other track,	104.83	104.83

Gauge.

What is the gauge of your lines? 4 ft. 9 inches.

Track.

Miles of iron rail track in use on lines owned by the Phila-
delphia and Trenton Railroad Company, 15.72

Miles of steel rail track in use on lines owned by the Phila-
delphia and Trenton Railroad Company, 60.14

Weight of rail per yard, { Iron, 50 to 83 lbs.
 { Steel, 56 to 67 lbs

Bridges and Trestles.

Number of bridges and trestles on whole line of Philadel-
phia and Trenton railroad, 19

Wooden bridges, number of, 3; aggregate length, 231 feet.

Iron bridges, number of, 5; aggregate length, 782 feet.

Wooden trestles, number of, 11; aggregate length, 1,440 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at
what locality? Philadelphia and Reading railroad, at Richmond junction,
Philadelphia.

What railroads cross your road, either over or under your grade, in this
Commonwealth? None.

Stations.

Number of stations on main road : Passenger, 22 ; freight, 14 ; total,	23
Number of stations on branches : Freight,	1
Number of stations on leased roads : Passenger, 13 ; freight, 8 ; total,	13
Number of engine-houses and shops in Pennsylvania, owned by Philadelphia and Trenton railroad, 3 ; total number entire road,	3
Number of wood and water stations on main road, . . .	3
Number of wood and water stations on leased roads, .	2
Cost of real estate held by the company, exclusive of roadway,	\$77,766 56
Cost of real estate held by the company, exclusive of roadway, in Pennsylvania,	77,766 56
How is track laid and on what foundation? White oak cross-ties on broken stone ballast.	
Average number of cars in passenger trains, including baggage cars,	3 $\frac{2}{3}$
Average number of cars in freight trains,	41 $\frac{1}{3}$
Average weight of passenger trains, including locomotive and tender, in working order, empty,	121 tons.
Average weight of freight trains, including locomotive and tender, in working order, empty,	349 $\frac{1}{2}$ tons.

Employees.

Average number of persons regularly employed by company, including officials,	2,209
Same in Pennsylvania,	2,209

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains,	3,330,385
Number of miles run by freight and coal trains,	3,504,185
Number of through passengers for the year on main road,	1,172,987
Number of passengers (all classes) carried in cars,	2,300,856
Number of passengers carried one mile,	48,198,992
Number of passengers carried one mile in Pennsylvania,	48,198,992
Number of tons of 2,000 pounds of through freight for the year on main road,	3,961,261
Number of tons of freight carried one mile,	130,779,680
Number of tons of freight carried one mile in Pennsylvania,	130,779,680
Gross amount of tonnage for the year, (2,000 pounds per ton,)	4,421,937
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	31
Average rate of speed adopted by express trains, including stops, (miles per hour,)	50
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	18

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	137,830	July, 1881,	224,841
February, 1881,	135,514	August, 1881,	230,316
March, 1881,	157,709	September, 1881,	221,036
April, 1881,	173,274	October, 1881,	219,906
May, 1881,	179,285	November, 1881,	207,108
June, 1881,	202,443	December, 1881,	211,599

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Total,	4,421,937
------------------	-----------

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2.80 cents.
For first-class way passengers,	2.82 cents.
For second-class through passengers,	2.16 cents.
For second-class way passengers,	2.16 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile, . . . . .	.8759 cent.
For through coal, per ton per mile, . . . . .	.8759 cent.
For local freight, per ton per mile, . . . . .	.8759 cent.
For local coal, per ton per mile, . . . . .	.8759 cent.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$52,786	59	\$12,729	14	\$65,515	73
February, 1881,	49,712	63	12,955	24	62,667	87
March, 1881,	52,706	82	24,738	39	77,445	21
April, 1881,	66,846	85	15,482	11	82,328	96
May, 1881,	67,946	28	16,062	37	84,008	65
June, 1881,	70,730	01	23,166	82	93,896	33
July, 1881,	84,334	69	20,638	99	104,973	68
August, 1881,	89,311	31	15,596	58	104,907	89
September, 1881,	84,861	33	18,605	30	103,466	63
October, 1881,	77,842	25	16,359	23	94,201	48
November, 1881,	76,380	48	12,031	00	88,411	48
December, 1881,	72,568	04	14,919	18	87,487	22
Total,	\$846,027	28	\$203,283	85	\$1,049,311	13

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	No record by months for through and local freight.					
February, 1881,						
March, 1881,						
April, 1881,						
May, 1881,						
June, 1881,						
July, 1881,						
August, 1881,						
September, 1881,						
October, 1881,						
November, 1881,						
December, 1881,						
Total,	\$1,006,758	24	\$188,815	62	\$1,145,573	86

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881, . . .	\$3,480	43	\$6,500	00	\$538	62	\$10,519	05
February, 1881, . .	10,055	09	6,800	00	418	32	16,773	41
March, 1881, . . .	3,480	43	8,600	32	457	10	12,537	85
April, 1881, . . .	3,480	43	8,345	44	611	07	12,438	94
May, 1881,	3,480	43	7,746	07	687	78	11,914	28
June, 1881,	3,480	43	9,953	08	832	41	14,265	87
July, 1881,	17,085	87	6,290	29	581	86	23,958	02
August, 1881, . . .	4,537	00	6,912	18	899	58	12,348	76
September, 1881, .	4,537	00	7,906	73	844	28	18,288	01
October, 1881, . .	4,537	00	9,279	16	847	05	14,663	21
November, 1881, .	4,537	48	9,927	42	572	40	15,037	80
December, 1881, .	4,322	18	11,165	88	555	63	16,048	64
Total,	\$67,013	77	\$98,926	47	\$7,846	10	\$173,786	34
Total passenger earnings for the year,							\$1,049,311	13
Total freight earnings for the year,							1,145,573	86
Total earnings from all other sources,							178,786	34
Total earnings for the year,							\$2,368,671	33

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$44,411	71
Land or land damages,	84,704	27
Total,	\$129,115	98
Proportion for Pennsylvania,	\$129,115	98

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$91,979	58
New iron rails,	828	68
New steel rails,	20,805	01
Repairs of bridges,	15,465	99
Repairs of buildings and fixtures,	59,937	70
All other expenses for maintenance of way,	11,202	65
Total for maintenance of way,	\$200,219	61

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$82,038	35
Repairs of passenger, baggage, and mail cars,	78,973	48
Repairs of freight cars,	42,515	45
All other expenses for maintenance of motive power and cars,	13,467	94
Total for maintenance of motive power and cars,	\$216,995	22

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	\$157,351	20
Salaries, wages, and incidentals chargeable to freight department, . .	401,056	96
Wages of switchmen, signalmen, gatekeepers, and watchmen,	55,833	64
Fuel—wood,	2,211	02
Fuel—coal,	155,820	08
Oil and waste,	14,958	66
Damages for injuries to persons,	7,248	12
Taxes,	23,952	42
Insurance,	7,174	59
Telegraph expenses,	35,835	43
Expenses of steamboats, barges, and car floats,	59,735	98
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	22,446	14
Total miscellaneous,	\$942,624	19
Total expenditures for operating the road,	\$1,359,839	02

EARNINGS.

Passenger transportation, local,	\$203,283 85	} Total,	\$1,049,311	13
Passenger transportation, through,	846,027 28			
Freight transportation, local,	\$188,815 62	} Total,	1,145,573	86
Freight transportation, through,	1,006,758 24			
Mail service,			67,013	77
Express service,			98,926	47
Miscellaneous,			7,846	10
Total,			\$2,368,671	33
Operating Expenses.				
Maintenance of way and buildings,	\$200,219 61			
Maintenance of motive power and cars,	216,995 22			
Miscellaneous,	942,624 19			
Total operating expenses,			1,359,839	02
Net earnings,			\$1,008,832	31

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company. Pennsylvania Railroad Company furnishes cars and motive power for which the express company pays a percentage of its gross receipts.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman's parlor and sleeping cars are run over our main line between Philadelphia and Morrisville. The Pullman Company collects its fares from the passenger. Our company keeps the cars in running order.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? The Government fixes a rate per mile per annum regulated according to weight ; the Government furnishes the agent.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding : 12,591 shares, at \$100, \$1,259,100 00
Amount of stock issued as stock dividends, and dates of issue, None.

Rate and date of all cash dividends on stock of original and consolidated companies : The company declared and paid a cash dividend of 2½ per cent. on January 10, April 10, July 10, and October 10, making in all 10 per cent., or \$49,410 on 4,941 shares held by individuals. On the remaining 7,650 shares, no dividend is ever paid, said shares being held by the Pennsylvania Railroad Company, lessee, and by the terms of the lease no dividend is ever to be paid on said shares.

Number and per cent. of dividends: Four dividends, 2½ per cent. each, 10 per cent., or	\$49,410	00
Amount paid in dividends,	49,410	00

The Pennsylvania Railroad Company, lessee, furnishes all supplies and settles and pays all demands as though it were their own business, and therefore our accounts are all closed.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		2		3		5
Employés,	1	2		23	1	25
Others,			13	17	13	17
Total,	1	4	13	33	14	47

Statement of each Accident.

Of the two passengers injured from causes beyond their own control, H. Beatty was cut in the face by breaking of glass in the car door, caused by slight collision on January 11, 1881, at Frankford Junction, and Mr. Einstein had foot scalded on November 30, 1881, at Schencks ; the train upon which he was a passenger, collided with another train, and was wrecked.

Of the three passengers injured from their own misconduct or carelessness, they were all injured by jumping from train while in motion, contrary to the rules of the company.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Strickland Kneass, president, and W. Taylor, treasurer, of the Philadelphia and Trenton Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) STRICKLAND KNEASS, *President.*
W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1882.
JOHN C. SIMS, Jr., *Notary Public.*

REPORT
OF THE
*Philadelphia, Germantown and Norristown Railroad
Company, for the year ending September 30, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Coffin Colket, President,	Philadelphia, Pa.
Alexander E. Dougherty, Secretary and Treasurer,	Philadelphia, Pa.
General office at No. 12, Philadelphia Exchange, Philadelphia, Pa.	

<i>Names of Managers.</i>	<i>Residences.</i>
Coffin Colket,	Philadelphia, Pa.
I. V. Williamson,	Philadelphia, Pa.
Winfield S. Wilson,	Tredyffrin, Chester county, Pa.
Richard Dale,	Philadelphia, Pa.
John F. Gilpin,	Philadelphia, Pa.
John A. Brown, junior,	Philadelphia, Pa.
Edwin N. Benson,	Philadelphia, Pa.
Lewis Elkin,	Philadelphia, Pa.
John Slingluff,	Norristown, Pa.
Christopher Heebner,	Norristown, Pa.
J. W. Johnson, junior,	Philadelphia, Pa.

The railroad of this company, with the Germantown and Plymouth branches, and all their real estate and appurtenances, were, on the 10th day of November, 1870, leased to the Philadelphia and Reading Railroad Company, for the term of nine hundred and ninety-nine years, at an annual rent of \$269,623 34, and \$8,000 yearly for expenses of maintaining corporate organization, and said lessees to pay all taxes and assessments on the capital stock and on dividends, all taxes and assessments of every kind, in pursuance of any lawful authority on the demised premises, or on the business there carried on, or the receipts, gross or net therefrom. *All questions unanswered in this report can only be answered by the lessees, or included in their report.*

CAPITAL STOCK.

Capital stock authorized by law,	\$2,500,000	00
Capital stock authorized by votes of company,	2,246,900	00
Capital stock, amount subscribed,	2,246,900	00
Capital stock, total amount now paid in,	2,246,000	00
Capital stock, number of shares issued, 44,938		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$1,139,078	84
Average of same per mile of road laid,	\$56,953	94
Proportion of same for Pennsylvania,	\$67,988	00
Average cost of equipment per mile of road operated by company,	\$18,899	40
Proportion of same to Pennsylvania, All.		
Cost of road and equipment per mile,	75,853	84
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to Norristown,	17	All.
Length of single main track, sidings,	5	All.
Length of double main track,	17	All.
Branches.		
Germantown branch, from Junction to { Length of branch,	8	All.
Germantown, } Length of double track,	8	All.
Plymouth branch, from Conshohocken to Oreland,	9.25	All.
Aggregate length of main line and branches,	29.25	All.
Aggregate length of sidings and other track not above enumerated,	7.87	All.
Aggregate length of main line, branches, leased roads, sidings, and other track,	36.62	All.

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, exclusive of sidings, 16½
Miles of steel rail in use, 3½
Weight of rail per yard, iron and steel, 50, 57, 58, and 67 lbs.

Bridges and Trestles.

Wooden bridges, number of, 6 ; aggregate length, 412 feet.
Stone bridges, number of, 5 ; aggregate length, 257 feet.
Iron bridges, number of, 14 ; aggregate length, 555 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? There are four city passenger railways that cross the railroad of this company at grade, in the city of Philadelphia, viz : The Green and Coates, at Ninth and Green streets ; the Union, at Wallace and Master streets and Columbia avenue ; the Germantown, at Girard avenue, and a branch of the Germantown, at Broad street.

What railroads cross your road, either over or under your grade, in this Commonwealth? The Philadelphia and Reading railroad under, (at or near Nicetown.)

Stations.

Number of stations on main road : Passenger and freight, 17
Number of stations on branches : Passenger and freight, . 4
Number of engine-houses and shops in Pennsylvania, 4 ;
total number entire road, 4
Number of wood and water stations on main road, 4
Value of real estate held by the company, exclusive of roadway, \$500,798 49

How is track laid, and on what foundation? With iron and steel rails, oak and chestnut cross-ties, and broken stone.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	1	{ \$6,780	00
Number of locomotives of more than 20 tons weight,	23		
Nnnumber of first-class passenger cars,	45	2,209	00
Number of baggage, mail, and express cars,	18	1,211	00
Number of freight cars, house cars, trucks, ore, and stone cars, equal to 192 eight-wheeled cars, . . . . .	. . . . .	469	00

MONTHLY EARNINGS FOR THE YEAR.

MONTHS.	Through.	Miscellaneous.	Total.
October, 1880,		\$4,405 83	\$4,405 83
November, 1880,			
December, 1880,		69,473 84	69,473 84
January, 1881,			
February, 1881,			
March, 1881,		69,473 83	69,473 83
April, 1881,			
May, 1881,			
June, 1881,		69,473 84	69,473 84
July, 1881,			
August, 1881,			
September, 1881,		69,473 83	69,473 83
Total,		\$282,299 17	\$282,299 17

SUMMARY OF PAYMENTS.

Number and per cent. of dividends: Four dividends of three per cent. each, equal to twelve per cent. on \$2,246,900,	\$269,628	00
Amount paid in dividends, including unpaid dividends in 1880, . . .	268,918	50
Paid for other items, including salaries, office, and incidental expenses,	7,038	04
	\$275,951	54

STATE OF PENNSYLVANIA, }
County of Philadelphia, } 88 :

Personally appeared before me, Coffin Colket, president, and Alexander E. Dougherty, treasurer, of the Philadelphia, Germantown and Norristown Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this 15th day of November, A. D.
1881.

J. P. MAGILL, *Notary Public.*

REPORT
OF THE
Philadelphia, Newtown and New York Railroad Com-
pany, for the year ending November 30, 1881.

OFFICERS.

Names.	Residences.
James Boyd, President,	Norristown, Pa.
Howard Boyd, Secretary and Treasurer,	Norristown, Pa.
G. W. Yost, General Agent,	Norristown, Pa.
William M. Geary, Superintendent,	Philadelphia, Pa.
General offices at Norristown, Pa.	

Names of Directors.	Residences.
S. Henry Norris,	Philadelphia, Pa.
A. D. Campbell,	Philadelphia, Pa.
F. Dondore,	Philadelphia, Pa.
John Slingluff,	Norristown, Pa.
C. U. Stinson,	Norristown, Pa.
A. U. Seipt,	Skippackville, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,200,000	00
Capital stock, amount subscribed,	1,200,000	00
Capital stock, total amount now paid in,	1,200,000	00
Capital stock, number of shares issued, 24,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds. (due 1898. bear interest at 6 per cent., which is payable April and October,) amount,	\$700,000	00
Total amount now of funded debt,	\$700,000	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Erie avenue, Philadelphia, to New- town,	20.9	20.9
Length of single main line,	20.9	20.9
Aggregate length of main line and branches,	20.9	20.9
Aggregate length of sidings and other track not above enumer- ated,	1.5	1.5
Aggregate length of main line, branches, leased roads, sidings, and other track,	22.4	22.4

Gauge.

What is the gauge of your lines ? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 22.4

Weight of rail per yard, iron, 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 26

Wooden bridges, number of, 9 ; aggregate length, 1,487 feet.

Stone bridges, number of, 9 ; aggregate length, 72.8 feet.

Wooden trestles, number of, 17 ; aggregate length, 8,137.6 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? North Pennsylvania and Bound Brook division, Philadelphia and Reading railroad, at Valley Falls.

How is track laid and on what foundation ? Oak and chestnut cross-ties, gravel foundation.

Average number of cars in passenger trains, including baggage cars, 3

Average number of cars in freight trains, 20

Employees.

Average number of persons regularly employed by company, including officials, 60

Same in Pennsylvania, 60

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains, 71,941.9

Number of miles run by freight trains, 17,324.8

Number of passengers (all classes) carried in cars, 187,456

Number of passengers carried one mile, 1,680,730

Number of passengers carried one mile in Pennsylvania, 1,680,730

Number of tons of freight carried one mile, 243,367

Number of tons of freight carried one mile in Pennsylvania, 243,367

Gross amount of tonnage for the year, (2,000 pounds per ton,) 16,512

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 20

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 10

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1880, 11,552	June, 1881, 22,604
January, 1881, 9,398	July, 1881, 19,737
February, 1881, 9,453	August, 1881, 21,654
March, 1881, 11,332	September, 1881, 20,058
April, 1881, 13,249	October, 1881, 18,396
May, 1881, 15,119	November, 1881, 14,904

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite and bituminous coal, . . . 8,497	Agricultural products, 1,704
Petroleum and other oils, 69	Live stock, 233
Railroad iron, 56	Lumber, 1,317
Other iron or castings, 819	Other articles, 2,784
Stone and lime, 1,033	

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For local freight, per ton per mile, . . . . .	.05 cents.
For local coal, per ton per mile, . . . . .	.05 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
December, 1880,		\$2,259 35	
January, 1881,		1,886 95	
February, 1881,		1,835 41	
March, 1881,		2,208 46	
April, 1881,		2,569 09	
May, 1881,		3,016 72	
June, 1881,		4,287 29	
July, 1881,		4,140 74	
August, 1881,		3,965 91	
September, 1881,		3,291 60	
October, 1881,		2,920 87	
November, 1881,		2,810 80	
Total,		\$35,192 09	

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
December, 1880,		\$492 97	
January, 1881,		574 22	
February, 1881,		573 92	
March, 1881,		899 87	
April, 1881,		996 24	
May, 1881,		996 30	
June, 1881,		959 23	
July, 1881,		855 70	
August, 1881,		1,312 48	
September, 1881,		1,232 30	
October, 1881,		1,116 62	
November, 1881,		702 26	
Total,		\$10,712 16	

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1880,			\$128	10	\$385	49		
January, 1881,	\$289	63	75	80	862	68		
February, 1881,			68	79	865	69		
March, 1881,			84	40	840	99		
April, 1881,	289	63	100	90				
May, 1881,			105	08	247	52		
June, 1881,			181	85	202	84		
July, 1881,	289	63	94	47	815	69		
August, 1881,			94	87	842	68		
September, 1881,			98	66	268	68		
October, 1881,			106	88	261	92		
November, 1881,	289	63	155	67	801	22		
Total,	\$1,158	52	\$1,237	47	\$3,894	90	\$5,790	89

Total passenger earnings for the year,	\$35,192	09
Total freight earnings for the year,	10,712	16
Total earnings from all other sources,	5,790	89
Total earnings for the year,	\$51,695	14
Total receipts from all sources on whole length of line,	\$51,695	14

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$22,300	06
New iron rails, number of tons, 56,	2,483	93
Repairs of bridges,	2,873	29
Repairs of buildings and fixtures,	80	60
Total for maintenance of way,	\$27,687	88
Cost per mile of road kept in repair,	\$1,236	06
Proportion for Pennsylvania,	1,236	06

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$19,768	30
Salaries, wages, and incidentals chargeable to freight department,			
Wages of switchmen, signalmen, gatekeepers, and watchmen,		90	00
Fuel—number cords of wood, 18; cost,		11,809	28
Fuel—number of tons of coal, 2,416½; cost,		861	35
Oil and waste,		575	46
Taxes,		5,576	54
Amount paid other corporations or individuals for use of all other cars,		8,782	36
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items,			
Total miscellaneous,		\$47,413	29
Amount per mile of road operated,		\$2,116	66
Proportion for Pennsylvania,		2,116	66
Total expenditures for operating the road,		75,101	17
Expenses per mile of road operated,		3,852	72
Proportion for Pennsylvania,		3,852	72

EARNINGS.

Passenger transportation, local,	\$35,192	00
Freight transportation, local,	10,712	16
Mail service,	1,158	52
Express service,	1,237	47
All other sources of income,	3,394	90
Total,	\$51,695	14
Operating Expenses.		
Maintenance of way and buildings,	\$27,687	88
Miscellaneous,	47,413	29
Total operating expenses for year, being 145 per cent. of earnings,	75,101	17
Deficit,	\$23,406	06
Earnings per mile of road operated,	\$2,307	81
Expenses per mile of road operated,	3,352	72
Deficit,	\$1,044	91

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? This company transacts its own express business.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,158 52

STATE OF PENNSYLVANIA, }
County of Montgomery, } ss :

Personally appeared before me, James Boyd, president, and Howard Boyd, treasurer, of the Philadelphia, Newtown and New York Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

JAMES BOYD, *President.*

HOWARD BOYD, *Treasurer.*

Sworn and subscribed before me, this 18th day of January, A. D. 1882.

ABR'M T. HALLMAN, *Justice of the Peace.*

REPORT

OF THE

Philadelphia, Wilmington and Baltimore Railroad
Company, for the year ending October 31, 1881.

OFFICERS.

Names.	Residences.
Isaac Hinckley, President,	Philadelphia, Pa.
A. J. Cassatt, Vice President,	Philadelphia, Pa.
Robert Craven, Secretary and Treasurer,	Ridley Park, Pa.
John Scott, General Solicitor,	Philadelphia, Pa.
W. H. Brown, Chief Engineer,	Philadelphia, Pa.
Frank Thompson, General Manager,	Philadelphia, Pa.
H. F. Kenney, General Superintendent,	Ridley Park, Pa.
General offices at Philadelphia, Pa.	

Names of Directors for 1882.	Residences.
Isaac Hinckley,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
S. M. Shoemaker,	Baltimore, Md.
Jacob Tome,	Port Deposit, Md.
Charles Warner,	Wilmington, Del.
William Sellers,	Philadelphia, Pa.
Christian Febiger,	Wilmington, Del.
George B. Roberts,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
Benjamin F. Newcomer,	Baltimore, Md.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock, total amount now paid in,		\$11,795,050	00
Capital stock, number of shares issued,	235,901		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.		
First mortgage bonds, convertible, (due July 1, 1884, bear interest at 6 per cent., which is payable January and July,) amount,	\$31,500	00
Registered bonds, (due April 1, 1887, bear interest at 6 per cent., which is payable April and October,) amount,	1,000,000	00
Registered bonds, (due October 1, 1892, bear interest at 6 per cent., which is payable April and October,) amount,	700,000	00
Registered bonds, (due April 1, 1900, bear interest at 6 per cent., which is payable April and October,) amount,	800,000	00
Registered bonds, (due June 1, 1910, interest 5 per cent., payable June and December,) amount,	1,000,000	00
Total amount now of funded debt,	\$3,531,500	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$410,000	00
Debt incurred for any other purpose, and for what: Ground rents and mortgages,	134,916	66
The amount now of floating debt,	544,916	66
Total amount now of floating and funded debt,	\$4,076,416	66
Funded debt as per last report,	\$3,740,000	00
Floating debt as per last report,	280,000	00
Total capital stock and debt,	\$15,871,466	66

COST.

Total cost of entire road to date, including equipment for roads owned and leased,	\$18,033,044	53
Improvements not yet charged to road,	\$453,741	70
Average of same per mile of road laid for 112.18 miles,	120,224	51
Proportion of same for Pennsylvania as compared with whole line: 16.812 per cent.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia, Delaware river, to Baltimore, (President street,)	96.32	18.86
Length of single main track,	2.17	
Length of double main track,	94.15	18.86
Branches.		
Port Deposit branch, from Perryville to Port Deposit,	Length of branch,	3.76
	Length of single track,	3.76
Southern Division or New Castle branch, from Delaware Junction to Porter,	Length of branch,	12.10
	Length of single track,	12.10
Newark and Delaware City branch, (not yet operated) from Newark to Delaware City,	Length of branch,	12.56
	Length of single track,	12.56

Leased and Operated Roads.			
Delaware railroad and branches, . . .	Length of road, . .	100.50	
	Length of single track, .	100.50	
Philadelphia and Baltimore Central railroad and Chester Creek railroad, leased to Philadelphia and Baltimore Central Railroad Company, from Lamokin to Octoraro junction,)	Length of road, . .	52.77	43.53
	Length of single track, .	52.77	43.53
West Chester and Philadelphia railroad, from Philadelphia to West Chester,	Length of road, . .	26.08	26.08
	Length of single track, .	22.88	22.88
	Length of double track, .	3.20	3.20
Queen Anne and Keat railroad, from Massey's to Centreville,	Length of road, . .	26	
	Length of single track, .	26	
Aggregate length of main line and branches, as operated the past year,		112.18	18.86
Aggregate length of main line and branches, after acquisition of Newark and Delaware City branch,		124.74	
Aggregate length of leased roads,		100.50	
Aggregate length of operated roads,		104.71	
Aggregate length of sidings and other track not above enumerated,		97.45	
Aggregate length of main line, branches, leased roads, sidings, track,		427.40	

Gauge.

What is the gauge of your lines? 4' 8½'' and 4' 9''

Track.

Miles of iron rail in use, 8.87

Miles of steel rail in use, 197.13

Weight of rail per yard, { Iron, 54 to 56 pounds.

Steel, 56 to 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 78

Wooden bridges, number of, 5 ; aggregate length, 1,572 feet.

Stone bridges, number of, 30 ; aggregate length, 882 feet.

Iron bridges, number of, 33 ; aggregate length, 4,827 feet.

Wooden trestles, number of, 10 ; aggregate length, 8,898 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Pennsylvania railroad, at Arsenal ; Philadelphia and Reading railroad, at Gray's Ferry.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road : Passenger, 59 ; freight, 40 ; total, 99

Number of stations on Port Deposit branch : Passenger, 2 ; freight, 1 ; total, 3

Number of stations on leased roads : Passenger, 20 ; freight, 20 ; total, 40

Number of engine-houses and shops in Pennsylvania: Engine-houses, 3; shops, 1; total number entire road: Engine-houses, 9; shops, 4.

Number of wood and water stations on main road, 14
Number of wood and water stations on branches, 1
Number of wood and water stations on leased roads, 7

How is track laid, and on what foundation? Gravel and stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	1		
Number of locomotives of more than 30 tons weight,	60		
Number of locomotives of more than 20 tons weight,	24		
Number of locomotives of more than 10 tons weight,	1		
Number of first-class passenger cars: 63 twelve-wheeled; 75 eight-wheeled; total,	138	\$4,000	00
Number of baggage, mail, and express cars: 5 twelve-wheeled; 46 eight-wheeled; total,	51	1,800	00
Number of freight cars,	1,283	600	00
Number of miscellaneous cars,	16		

What kind of train-brake is in use on your road? Automatic.

Average number of cars in passenger trains, including baggage cars, 5
Average number of cars in freight trains, 20
Average weight of passenger trains, including locomotive and tender, in working order, 162.50 tons.
Average weight of freight trains, including locomotive and tender, in working order, 339.00 tons.

Employees.

Average number of persons regularly employed by company, including officials, 2,787
Same in Pennsylvania, 904

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 1,328,722
Number of miles run by freight trains, 1,043,823
Number of miles run by construction trains, 72,430
Number of through passengers for the year on main road, 446,331
Number of passengers (all classes) carried in cars, 3,001,928
Number of passengers carried one mile, 80,794,160
Number of passengers carried one mile in Pennsylvania, 32,662,630
Number of tons of 2,000 pounds of through freight for the year on main road, 874,680
Number of tons of freight carried one mile, 72,503,794
Number of tons of freight carried one mile in Pennsylvania, 14,681,959

Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,346,957
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour.)	39, 34, and 30
Average rate of speed adopted by freight trains, including stops, (miles per hour,) Through, 18; way, 8.	

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1880,	217,238	May, 1881,	247,253
December, 1880,	219,602	June, 1881,	272,096
January, 1881,	270,383	July, 1881,	269,430
February, 1881,	187,958	August, 1881,	301,448
March, 1881,	215,205	September, 1881,	270,799
April, 1881,	231,140	October, 1881,	284,023

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	106,263	Stone and lime,	38,803
Bituminous coal,	107,722	Agricultural products,	145,070
Petroleum and other oils,	11,863	Merchandise and manufactures,	532,660
Pig iron,	23,354	Live stock,	69,651
Railroad iron,	4,778	Lumber,	109,806
Other iron or castings,	92,814	Other articles,	94,655
Iron and other ores,	9,508		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3 cents.
For first-class way passengers,	2½ cents.
For second-class through passengers,	2 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	1.686 cents.
For through coal, per ton per mile,	2.339 cents.
For local freight, per ton per mile,	3.014 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1880,			\$147,484 87
December, 1880,			141,062 57
January, 1881,			146,704 33
February, 1881,			126,999 11
March, 1881,			154,795 12
April, 1881,			174,855 78
May, 1881,			157,798 28
June, 1881,			150,302 89
July, 1881,			166,145 22
August, 1881,			186,015 70
September, 1881,			156,431 47
October, 1881,			194,930 52
Total,			\$1,903,475 81

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1880,			\$114,578 33
December, 1880,			110,473 76
January, 1881,			119,619 22
February, 1881,			115,767 30
March, 1881,			118,536 24
April, 1881,			103,837 46
May, 1881,			105,880 42
June, 1881,			112,296 25
July, 1881,			101,023 73
August, 1881,			136,990 02
September, 1881,			148,683 78
October, 1881,			146,263 24
Total,			\$1,433,999 75

From all other Sources.

MONTHS.	Mails.	Express.	Rents.	Total.
November, 1880,	\$4,759 43	\$7,151 82	\$2,003 60	
December, 1880,	4,759 43	6,880 30	1,667 27	
January, 1881,	4,759 43	12,390 00	1,706 18	
February, 1881,	4,759 43	8,725 94	2,884 20	
March, 1881,*	18,471 90	9,711 05	1,726 68	
April, 1881,	4,759 43	10,150 26	1,477 11	
May, 1881,	4,759 43	10,669 18	1,783 70	
June, 1881,	4,759 43	8,512 11	1,825 49	
July, 1881,	4,759 43	7,838 31	2,072 49	
August, 1881,	4,759 43	8,624 90	2,602 17	
September, 1881,	6,689 73	10,265 36		
October, 1881,	5,411 83	10,936 17	2,252 37	
Total,	\$73,408 33	\$111,855 40	\$22,001 26	†\$214,404 96

Total passenger earnings for the year,	\$1,903,475 81
Total freight earnings for the year,	1,433,999 75
Total earnings from all other sources,	214,404 96
Total earnings for the year,	\$3,551,880 52
Total receipts from all sources on whole length of line,	\$3,551,880 52
Proportion of earnings in Pennsylvania to earnings of whole line: 16.812 per cent.	

EXPENDITURES CHARGED "ROAD," TO "IMPROVEMENTS" AND "RE-NEWAL FUND" DURING THE YEAR.

To "road," for additional right of way and property,	\$24,394 32
To "improvements,"	248,801 69
To "renewal fund," less credits,	124,587 20
† Engine-houses, car sheds, wood and coal sheds, and water-tanks.	
† New locomotives,	
† New passenger cars.	
† New mail and baggage cars.	
† New freight cars.	
† New machinery, and tools.	
† Any other expenditures chargeable to this account.	
Total,	\$397,783 21
Proportion for Pennsylvania, 16.812 per cent.	

* Includes back pay. † Includes \$7,139 97 receipts from steamer Canton. ‡ Included in operating expenses.

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, inclusive of new rails,	\$320,791	44
Repairs of bridges,	25,346	49
Repairs of buildings and fixtures,	75,139	13
Repairs of fences,	3,515	02
All other expenses for maintenance of way: Tools, road, and bridges, \$11,280 38; Susquehanna bridge expenses, \$6,080 93; Removing ice from, \$16,508 62; total,	33,869	93
Total for maintenance of way,	\$458,662	01
Miles of road kept in repair,	112.18	
Proportion for Pennsylvania, 16.812 per cent., or 18.86 miles.		

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$168,985	29
Repairs of passenger, baggage, and mail cars,	173,365	81
Repairs of freight cars,	90,347	53
All other expenses for maintenance of motive power and cars, tools, and machinery in shops,	13,503	91
Total for maintenance of motive power and cars,	\$446,202	54

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$443,812	38
Salaries, wages, and incidentals chargeable to freight department,	459,710	34
Wages of switchmen, signalmen, gatekeepers, and watchmen,	76,221	51
Fuel—wood,	18,600	91
Fuel—coal,	166,282	74
Oil and waste, and packing,	35,723	86
Casualties, gratuities, and damages,	27,479	19
Damages for cattle killed or injured,		
Damage for loss of goods and baggage,		
Damages to property, including damages by fire,		
Taxes,	94,203	50
Insurance,	1,670	54
Real estate rents, repairs, &c.,	14,189	23
General salaries, office expenses, and law expenses,	78,040	60
Total miscellaneous,	\$1,415,934	80
Miles of road operated,	112.18	
Proportion for Pennsylvania, 16.812 per cent., or 18.86 miles.		
Total expenditures for operating the road, including taxes,	\$2,820,799	35
Total charged to road and equipment, and improvements for year,	273,196	01
Expenses per mile of road operated, (112.18 miles,)	20,688	01
Proportion for Pennsylvania, 16.812 per cent.		

EARNINGS.

Passenger transportation, local,	}	Total,	\$1,903,475	81
Passenger transportation, through,				
Freight transportation, local,	}	Total,	1,433,999	75
Freight transportation, through,				
Mail service,			73,408	33
Express service,			111,855	40
Rents,			22,001	26
All other sources of income,			7,139	97
Total,			\$3,551,880	52
Operating Expenses.				
Maintenance of way and buildings,			\$458,662 01	
Maintenance of motive power and cars,			446,202 54	
Miscellaneous,			1,415,934 80	
Total operating expenses, including taxes, being 65.34 per cent. of earnings,			2,320,799	35
Net earnings, (interest not considered,)			\$1,231,081	17
Earnings per mile of road operated,	}	Proportioned to 112.18 miles.		
Expenses per mile of road operated,				
Net earnings,				
Deficit,				

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company, Baltimore and Ohio Express Company, at a minimum of \$40,000 per annum. The Philadelphia, Wilmington and Baltimore furnishing tracks and motive power only.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Pullman Palace Car Company. That company paying the Philadelphia, Wilmington and Baltimore about eight tenths of receipts from sleepers.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? We have no contract for carrying United States mail. The Post Office Department paid us \$73,408 33 for service in 1881.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding, 235,901 shares.
Amount of stock issued as stock dividends, and dates of issue, None.
Rate and date of all cash dividends on stock of original company : Payable January and July, each four per cent.

Number and per cent. of dividends: Two dividends 4 per cent. each.		
Amount paid in dividends,	\$935,512	00
Paid to sinking funds,	86,000	00
Balance for the year, or surplus, after adding for re-valuation of securities, &c.,	\$384,984	86
Surplus at commencement of the year, including renewal fund, . . .	955,908	08
Total surplus, including renewal fund,	\$1,840,892	94
Surplus invested as follows :		
Cash,	\$489,028	64
Material, fuel, and stores,	245,103	88
Other items, less balance of accounts due by company,	606,760	42

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,				2		2
Employees,	5	10	3	2	8	12
Others,			18	5	18	5
Total,	5	10	21	9	26	19

Statement of each Accident.

November 5, 1880. Unknown man sitting on track at Reaney's siding, near Chester, was struck by an express train and killed.

November 6. Freight conductor J. C. Barnard, fell from door of riding car, at Chester; was run over and had foot cut off.

November 9. Freight brakeman G. W. Beatty, while coupling cars at Riverside, had his hand crushed.

November 12. Youth named Jacob Spriggs, aged seventeen years, while crossing track in Wilmington, was struck by an express train and killed.

November 15. Freight brakeman Amos A. Boyd, was struck by Stroud's bridge, near Stanton, and instantly killed.

November 20. Lewis Gardner, car inspector, hand run over at Philadelphia yard, losing two fingers.

December 7. John Ahern, junior, attempting to drive across the track near Stemmer's run; was struck by an express train and killed.

December 8. Joseph Barlow, while getting off train at depot, Philadelphia, tripped and fell, and broke his arm.

December 17. Freight brakeman John Pfeiffer, while coupling cars at Havre-de-Grace, fell between cars and was run over and killed.

December 23. Freight brakeman James Keenan, while standing on steps of shifting engine, poling cars at Gray's Ferry, had his left leg dislocated below the knee, necessitating amputation.

December 27. Michael McLaughlin, while attempting to cross track at Lamokin, was struck by an express train and instantly killed.

January 6, 1881. John Flynn, employé, was killed, and W. H. Morris, baggage master, thigh broken and ankle dislocated, by collision of two passenger trains at Lamokin, caused by a misplaced switch.

February 4. Freight brakeman Edward Sphere, while coupling cars at west yard, had his foot caught under the wheels, crushing fleshy part of his leg very badly.

February 12. An unknown man jumped off express train at Chester, while in motion, breaking his thigh.

February 17. Freight brakeman Samuel Human, while shifting at Gray's Ferry, had his left leg crushed by trucks of car passing over it.

February 26. An unknown man struck by an express train, at Lani-gan's cut, and killed.

April 7. Freight brakeman W. H. Patterson, while coupling cars at Thurlow junction, had right hand crushed.

April 8. Freight brakeman Robert Cooling, while cutting cars loose at west yard, caught his foot in rail, cars passing over him; died of his injuries.

April 16. Andrew Kratz, a boy, in getting off freight train in Baltimore, fell under wheels, cars passing over both legs; died of his injuries.

April 21. Eliza Davis and Martin Quinn, attempting to drive across track at Stanton, Delaware, were struck by express train and instantly killed.

April 23. Marks Issoan, walking on track between Sharon Hill and Darby, was struck by an express train and instantly killed.

April 30. A man named Patrick Irwin, while walking on track at Wilmington, was struck by a freight, cutting off his left arm, and cutting his head slightly.

May 7. John Sherry, (a German,) in attempting to jump off passenger train at Baltimore, had his right arm crushed.

May 11. A small boy, name unknown, in attempting to cross track between Twenty-first and Twenty-second streets, was struck by passenger train, and had both legs and one arm cut off.

July 4. Patrick Quinn, a trackman, while walking on track near Bellevue, was struck by a passenger train and killed.

July 6. Freight brakeman, John S. Avalier, while engaged in poling cars at west yard, fell and was killed.

July 17. Jacob Potts, (colored,) in attempting to jump off passenger train, at Lamokin, fell, and was badly hurt about head and arms.

July 22. H. D. Reese, while walking on track near Magnolia, was struck by a freight train and killed.

July 23. William Devers, while driving across track at Lamokin, was struck by an express train and killed.

July 24. Unknown man lying on track, south of Bush river, was struck a freight train and killed.

July 27. A. S. Norman, while walking on track near Stemmer's run, was struck by an express train and killed.

August 3. John Shupple, while riding on freight train, at Baltimore, fell under wheels of car, killing him.

August 3. Henry Murkle, while working on bridge at Ridley creek, was struck by a passenger train and killed.

August 22. George Bond, (colored,) while lying on track at Aberdeen, was struck by an express train and badly injured.

August 30. William Jones, brakeman, while shifting cars at west yard, was knocked off engine, and had foot crushed.

September 5. C. E. Whitely, had arm broken by a detached door, on a passing freight train, between Linwood and Claymont.

September 7. William J. Maher, brakeman, while uncoupling cars in Philadelphia yard, slipped and fell, and was killed.

September 10. H. W. Scribner, while walking on track near Stemmer's run, was struck by an express train and killed.

September 23. Mrs. Martha Simpson, while crossing track on Washington avenue, was struck by a shifting engine and killed.

September 26. Miss Hettie D. Fields, attempting to cross track at Thurlow station, was struck by an express train and killed.

October 1. A. D. O'Neal, (foreman,) while shifting in yard at Lobdell Car Wheel Works, Wilmington, was caught between lumber and a car, and was seriously injured.

October 9. Unknown man, while walking on track near Newark station, was struck by a passenger train and killed.

October 10. A man named Moore, while crossing track at Thirty-first and Washington avenue, was struck by an empty engine and seriously hurt.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Isaac Hinckley, president, and Robert Craven, treasurer, of the Philadelphia, Wilmington and Baltimore Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

ISAAC HINCKLEY, *President.*

ROBERT CRAVEN, *Treasurer.*

Sworn and subscribed before me, this 8th day of February, A. D. 1882.

JOHN C. SIMS, Jr., *Notary Public.*

REPORT
OF THE
Pickering Valley Railroad Company, for the year ending November 30, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Franklin B. Gowen, President,	Philadelphia.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
General offices at 227 South Fourth street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
John Oberholtzer,	—
Daniel Keeley,	—
H. K. Brownback,	—
Jacob Beerbrower,	—
Samuel Butler,	—
Joseph J. Tustin,	—
Samuel Holman,	—
James Boyd,	—
Levi B. Kaler,	—
Francis Hallman,	—
Levi Oberholtzer,	—
Morris Fussell,	—
Jacob D. Latshaw,	—

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	96,850	00
Capital stock, total amount now paid in,	95,655	00
Capital stock, number of shares issued, full paid, 1,846		
Capital stock, amount paid in on each share issued,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1900, bear interest at 7 per cent., which is payable April and October,) amount,	\$332,300	00
The amount now of floating debt,	342,037	54
Total amount now of floating and funded debt,	\$674,337	54
Funded debt as per last report, \$332,300 00		
Floating debt as per last report, 342,037 54		

COST.

Total cost of entire road to date,	\$477,205	97
Average of same per mile of road laid, 11.03 miles,	\$43,264	87
Average of same per mile of track, 12.07 miles,	39,536	53

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Phoenixville to Byers,	11.03	
Length of single main track,	11.03	
Aggregate length of main line and branches,	11.03	
Aggregate length of sidings and other track not above enumerated,	1.04	
Aggregate length of main line, branches, leased roads, sidings, and other track,	12.07	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, (miles of track,) 12.07
Weight of rail per yard, iron, 56 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 7
Wooden bridges, number of, 2; aggregate length, 170 feet.
Iron bridges, number of, 3; aggregate length, 66 feet.
Wooden trestles, number of, 2; aggregate length, 877 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at locality? None.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight, 9
Number of engine-houses and shops in Pennsylvania, 1
Value of real estate held by the company, exclusive of road-way, \$800 00
How is track laid, and on what foundation? Cross-ties, broken stone, and cinder ballast.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, \$863 34

RECEIPTS.

Rental from Philadelphia and Reading Railroad Company, lessee, . .	\$5,459	82
Corporation Expenses.		
Contingent account,	\$410	30
State tax capital stock,	18	61

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$95,655 00

All returns not here given, will be included in the return of the Philadelphia and Reading Railroad Company, lessees.

Date of lease.—September 1, 1871, for twenty-nine years.

Terms of lease.—Lessees to pay all expenses of operating, and to our company as rental a sum equal to 30 per cent. of the gross receipts.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Franklin B. Gowen, president, and John Welch, treasurer, of the Pickering Valley Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 25th day of January, A. D. 1882.

J. Y. HUMPHREY, *Notary Public.*

REPORT

OF THE

Pittsburgh and Castle Shannon Railroad Company,
for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
John H. Ortman, President,	Pittsburgh, Pa.
James McMaster, Vice President,	Pittsburgh, Pa.
John Jahn, Secretary and Treasurer,	Pittsburgh, Pa.
S. Schoyer, junior, General Solicitor,	Pittsburgh, Pa.
James S. Develin, Chief Engineer,	—
James M. Bailey, General Superintendent,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

Names of Directors.	Residences.
James McMaster,	Pittsburgh, Pa.
E. Rohrkaste,	Pittsburgh, Pa.
Walter Chess,	Pittsburgh, Pa.
John Jahn,	Pittsburgh, Pa.
U. Kohlmeyer,	Pittsburgh, Pa.
J. F. Denniston,	Pittsburgh, Pa.
S. Kaufman,	Pittsburgh, Pa.
H. M. Rolfe,	Pittsburgh, Pa.
F. D. McCleever,	Pittsburgh, Pa.
S. Gallinger,	Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	476,400	00
Capital stock, amount subscribed,	981,600	00
Capital stock, total amount now paid in,	480,200	00
Capital stock, number of shares issued, 9,528		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due May 1, 1882, bear interest at 7 per cent., which is payable May and November,) amount, . . .	\$3,200	00
First mortgage bonds, second issue, (due April 1, 1890, bear interest at 7 per cent., which is payable April and October,) amount, . . .	57,900	00
Mortgage, (due in installments, bear interest at 6 per cent., which is payable for coal lands bought,) amount,	8,022	38
Coal contract, (payable as coal is used,) amount,	26,126	82
Total amount now of funded debt,	\$85,249	20
Floating Debt.		
Unfunded debt, incurred for pay rolls,	\$14,009	10
Debt incurred for any other purpose, and for what, . . .	6,735	22
The amount now of floating debt,	20,744	32
Total amount now of floating and funded debt,	\$115,993	52
Funded debt, as per last report,	\$108,364	63
Floating debt, as per last report,	24,437	52
Total cash realized from capital stock and debt,	\$132,802	16

COST.

Total cost of entire road to date, at appraised value,	\$165,000	00
Average of same per mile of road laid,	\$27,500	00
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment, at appraised value,	\$31,635	00
Average cost of equipment per mile of road operated by company, .	5,272	50
Cost of road and equipment per mile,	32,772	50

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Castle Shannon, . . .	6	
Length of single main track,	6	
Aggregate length of main line and branches,	6	
Aggregate length of sidings and other track not above enumerated,	4	
Length of track laid,	10	

Gauge.

What is the gauge of your lines? 40 inches.

Track.

Miles of iron rail in use,	7
Miles of steel rails in use,	3
Weight of rail per yard, { Iron,	45 to 50 lbs.
{ Steel,	50 to 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 4
Wooden bridges, aggregate length, 1,530 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger and freight, 14
Number of engine-houses and shops in Pennsylvania, 1; total
number entire road, 1
Number of wood and water stations on main road, 2
Value of real estate held by the company, exclusive of road-
way, . . . \$35,270 00
Number of tunnels, 2; aggregate length in feet, 3,506
How is track laid, and on what foundation? Oak ties, stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 10 tons weight, total valuation, \$13,000,	5	\$6,750	00
Number of first-class passenger cars,	4	2,700	00
Number of second-class passenger cars,	8	400	00
Number of baggage, mail, and express cars,	1	1,100	00
Number of coal, ore, and stone cars,	386	40	00

What kind of train-brake is in use on your road? Common hand-brake.
Average number of cars in passenger trains, including bag-
gage cars, 3
Average number of cars in freight trains, pit cars, 40
Average weight of passenger trains, including locomotive
and tender, in working order, 30 tons.
Average weight of freight trains, including locomotive and
tender, in working order, 90 tons.

Employees.

Average number of persons regularly employed by com-
pany, including officials, 250

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, about, 39,000
Number of miles run by coal trains, about, 38,400
Number of through passengers for the year on main road, 96,977
Number of passengers (all classes) carried in cars, 212,524

710	PITTSBURGH AND CASTLE SHANNON.	[No. 9,
Number of passengers carried one mile in Pennsylvania,		847,571
Number of tons of freight carried one mile,		538,300
Gross amount of tonnage for the year, (2,000 lbs. per ton,)		134,575
Average rate of speed adopted by express trains, including stops, (miles per hour,)		12
Average rate of speed adopted by freight trains, including stops, (miles per hour,)		12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	14,588	July, 1881,	22,783
February, 1881,	13,196	August, 1881,	22,274
March, 1881,	15,206	September, 1881,	18,562
April, 1881,	19,681	October, 1881,	16,839
May, 1881,	20,653	November, 1881,	17,157
June, 1881,	19,778	December, 1881,	17,233

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal,	134,450 tons.
Other articles,	125 tons.

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2½ cents.
For first-class way passengers, incline plane,	5 cents.

Rate per ton (of 2,000 pounds,) per mile charged for Freight.

For local freight, per ton per mile,	33½ cents.
For local coal, (haul only our own coal.)	

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers and Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$942 18
February, 1881,			867 22
March, 1881,			1,018 67
April, 1881,			1,165 83
May, 1881,			1,539 10
June, 1881,			1,255 47
July, 1881,			1,899 10
August, 1881,			1,684 80
September, 1881,			1,341 80
October, 1881,			1,563 69
November, 1881,			1,280 95
December, 1881,			1,388 96
For mails during the year,			288 77
Total,			\$16,236 54

From all Other Sources.

From sales of coal during 1881,	\$212,844	86
From real estate rents,	1,395	55
From sales of scrap iron, &c.,	5,638	70
Total,	\$219,879	11
<hr/>		
Total passenger earnings for the year,	\$16,236	54
Total freight earnings for the year,	219,879	11
Total earnings from all other sources,		
Total earnings for the year,	\$236,115	65

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Live stock,	\$1,805	00
New coal cars,	4,735	00
Total,	\$6,040	00

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

New steel rails, number of tons, 77½,	\$4,771	18
All other expenses for maintenance of way, motive power, and cars,	12,176	04
Total for maintenance of way, &c.,	\$16,947	22
Cost per mile of road kept in repair.	\$2,824	53

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to mining department, miners' wages,	\$91,366	00
Salaries, wages, and incidentals chargeable to railroad department,	44,028	80
Coal teams,	7,895	00
Oil and waste,	1,047	42
Damages, purchase money returned on real estate,	4,052	17
Pit posts, coal lands rental, horse feed, &c.,	16,282	06
Taxes, general office expenses, legal services, insurance, stationery and printing, &c.,	11,596	28
Interest,	5,687	68
Total miscellaneous,	\$181,955	41
Amount per mile of road operated,	\$30,325	90
Total expenditures for operating the road,	198,908	63
Expenses per mile of road operated,	33,151	44

EARNINGS.

Passenger transportation, local,	} Total,	\$16,236	53
Passenger transportation, through; and mail service,		219,879	11
All other sources of income,			
Total,		\$236,115	65
Operating Expenses.			
Maintenance of way and buildings, motive power, and cars,		\$16,947 22	
Miscellaneous,		181,955 41	
Total operating expenses, being 84 per cent. of earnings,		198,908	63
Net earnings,		\$37,213	02
Earnings per mile of road operated,		\$39,352	61
Expenses per mile of road operated,		33,151	44
Net earnings,		\$6,201	17

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? None.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? We are paid \$257 35 per year for transporting three mail bags, of about seven pounds weight each, six times per week each way.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding :		
9,528 shares, \$50 per share, paid,		\$476,400 00
100 shares, \$38 per share, paid,		3,800 00
		\$480,200 00

Rate and date of all cash dividends on stock of original and consolidated companies: 1881, November 16, paid \$1 per share, 2 per cent,	\$9,528 00
---	------------

Number and per cent. of dividends: 1 dividend, 2 per cent.,	\$9,528	00
Surplus invested as follows:		
Cash,	\$8,903	63
Balance of accounts due company,	18,781	39

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	2	. . . . .	. . . . .	. . . . .	2
Others,	1	. . . . .	. . . . .	. . . . .	1
Total,	3	. . . . .	. . . . .	. . . . .	3

Statement of each Accident.

1881. B. Knehner, on April 27, was severely injured by being crushed between coal cars, while trying to couple them standing in an improper place.

September 24, 1881. John M. Gub, engineer ; and his younger brother, William, not in employ of company, were severely scalded by the locomotive jumping the track and over-turning.

STATE OF PENNSYLVANIA, } ss:
County of Allegheny, }

Personally appeared before me, John H. Ortman, president, and John Jahn, secretary and treasurer, of the Pittsburgh and Castle Shannon Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) JOHN H. ORTMAN, *President.*
JOHN JAHN, *Secretary and Treasurer.*

Sworn and subscribed before me, this 18th day of February, A. D. 1882.
JOHN ZOHRMANN, *Alderman.*

R E P O R T
OF THE
*Pittsburgh and Connellsville Railroad Company, for the
year ending September 30, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John King, junior, President,	Cincinnati, Ohio.
J. B. Washington, Secretary and Treasurer,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
John King, junior,	Cincinnati, Ohio.
Mendes Cohen,	Baltimore.
Hugh Sisson,	Baltimore.
Charles Webb,	Baltimore.
W. S. Bissell,	Pittsburgh.
John D. Scully,	Pittsburgh.
George A. Berry,	Pittsburgh.
W. H. Markle,	Greensburg.
William Baldwin,	Connellsville.
W. H. Koontz,	Somerset.
C. C. Markle,	West Newton.
Robert Garrett,	Baltimore.

CAPITAL STOCK.

Capital stock authorized by law,	\$5,000,000	00
Capital stock, amount subscribed,	2,340,474	50
Capital stock, total amount now paid in,	1,944,400	00
Capital stock, number of shares issued, 38,888		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Scrip stock and stock partly paid,	11,691	05

DEBT.

Funded Debt.		
First mortgage bonds, (due July, 1898, bear interest at 7 per cent., which is payable January and July,) amount,	\$4,000,000	00
Construction bonds, Turtle Creek division, (due August, 1889, bear interest at 6 per cent., which is payable February and August,) amount,	326,600	00
Consolidated mortgage bonds, (due January, 1926, bear interest at 6 gold per cent., which is payable January and July,) amount,	6,292,000	00
Real estate mortgage bond, (due 1883, bear interest at 6 per cent., which is payable January and July,) amount,	100,000	00
Total amount now of funded debt,	\$10,718,600	00
Floating Debt.		
The amount now of floating debt,	3,841,204	54
Total amount now of floating and funded debt,	\$14,559,804	54
Funded debt as per last report, \$10,718,600	00	
Floating debt as per last report, 4,015,455	37	

COST.

Total cost of entire road to date,	\$12,018,670	98
Total cost of entire equipment,	\$470,698	49

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Mt. Savage Junction, .	146.5	143.8
Length of single main track,	140.5	137.8
Length of double main track,	6	6
Branches.		
Hickman Run branch, from Hickman	{ Length of branch, . .	2.8
Run to Cora mines,		2.8
West Youghiogheny branch, from Dra-	{ Length of branch, . .	3.7
vo's Tipple to point opposite Dawson,		3.7
under construction,	{ Length of single track,	3.7
Morrell branch, from sand works to Leisenring, under construc-		
tion.		
Leased Roads.		
Fayette County branch, from Gibson to	{ Length of road,	12.9
Uniontown,		12.9
Mt. Pleasant and Broadford branch,	{ Length of road,	9.6
from Broadford to Mt. Pleasant, . .		9.6
	{ Length of single track,	9.6
Aggregate length of main line and branches,	152.5	149.8
Aggregate length of leased roads,	22.5	22.5
Aggregate length of sidings and other track not above enumer-	35	34.5
ated,		
Aggregate length of main line, branches, leased roads, sidings,	210	206.8
and other track,		

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	61.1
Miles of steel rail in use,	148.9
Weight of rail per yard, { Iron,	64 pounds.
{ Steel,	60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	59
Wooden bridges, number of, 12; aggregate length,	925 feet.
Stone bridges, number of, 1; aggregate length,	25 feet.
Iron bridges, number of, 29; aggregate length,	3,606 feet.
Wooden trestles, number of, 17; aggregate length,	2,093 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? South-Western Pennsylvania railroad, at Everson.

What railroads cross your road, either over or under your grade in this Commonwealth? Pittsburgh, Cincinnati and St. Louis railroad, at Pittsburgh; Pennsylvania railroad, at Port Perry; South-Western Pennsylvania railroad, at Connellsville.

Stations.

Number of stations on main road, passenger and freight, .	58
Number of stations on branches, passenger and freight, .	4
Number of stations on leased roads, passenger and freight,	13
Number of engine-houses and shops entire road,	3
Number of wood and water stations on main road,	20
Number of wood and water stations on branches,	1
Number of wood and water stations on leased roads,	1
Number of tunnels, 4; aggregate length,	7,777 feet.

How is track laid and on what foundation? Cross-ties, embedded in broken stone ballast.

Equipment.	Number in service.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	* 4	\$14,000	00
Number of locomotives of more than 30 tons weight,	* 79	10,000	00
Number of locomotives of more than 20 tons weight,	* 6		
Number of locomotives of more than 10 tons weight,	* 1		
Number of first-class passenger cars,	† 22	4,000	00
Number of second-class passenger cars,	† 10		
Number of baggage, mail, and express cars,	† 15	2,500	00
Number of freight cars, { House cars, 62 {	110	550	00
Trucks, 48 {			
Number of coal, ore, and stone cars, ballast and gravel dumps,	29	500	00
Number of caboose cars,	35	600	00

* Sixteen (16) owned by Pittsburgh and Connellsville Railroad Company; balance leased from Baltimore and Ohio railroad.

† Fifteen (15) first-class, and seven mail and express, owned by Pittsburgh and Connellsville; balance leased.

What kind of train-brake is in use on your road? Loughridge air-brake.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	40
Average weight of passenger trains, including locomotive and tender, in working order,	100 tons.
Average weight of freight trains, including locomotive and tender, in working order,	950 tons.

Employees.

Average number of persons regularly employed by company, including officials,	2,027
Same in Pennsylvania,	2,022

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	503,377
Number of miles run by freight and coal trains,	1,676,205
Number of through passengers for the year on main road,	20,691
Number of passengers (all classes) carried in cars,	1,321,192
Number of passengers carried one mile,	16,439,024
Number of passengers carried one mile in Pennsylvania,	16,301,751
Number of tons of 2,000 pounds of through freight for the year on main road,	691,192
Gross amount of tonnage for the year, (2,000 pounds per ton,)	4,856,306
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	28
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1880,	110,271	April, 1881,	103,801
November, 1880,	98,193	May, 1881,	116,611
December, 1880,	103,115	June, 1881,	110,470
January, 1881,	97,663	July, 1881,	124,769
February, 1881,	98,238	August, 1881,	123,250
March, 1881,	109,034	September, 1881,	125,777

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	1,229,057 $\frac{1}{2}$	Stone and lime,	256,197 $\frac{7}{8}$
Petroleum and other oils,	4,929 $\frac{1}{2}$	Agricultural products,	19,237 $\frac{1}{2}$
Pig iron,	128,362	Live stock,	2,602 $\frac{1}{2}$
Railroad iron,	39,982	Lumber,	107,839 $\frac{1}{2}$
Other iron or castings,	201,740	Other articles,	463,162 $\frac{7}{8}$
Iron and other ores,	293,939 $\frac{1}{2}$	Coke,	2,109,255 $\frac{7}{8}$

Rate of Fare for Passengers charged for the respective classes per Mile.

For first-class through passengers,	2 $\frac{1}{2}$ cents.
For first-class way passengers,	3 cents.
For second-class through passengers,	1 $\frac{1}{2}$ cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	$\frac{9}{10}$ cent.
For through coal, per ton per mile,	$\frac{7}{10}$ cent.
For local freight, per ton per mile,	2 $\frac{1}{2}$ cents.
For local coal, per ton per mile,	1 $\frac{1}{2}$ cents

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1880,	\$5,708	03	\$37,729	88	\$43,437	71
November, 1880,	1,875	49	28,883	85	25,739	34
December, 1880,	2,536	58	25,504	15	28,040	73
January, 1881,	1,974	09	23,565	81	25,539	90
February, 1881,	2,437	36	20,481	50	22,918	86
March, 1881,	4,844	99	27,119	64	31,964	63
April, 1881,	5,379	52	27,907	12	33,286	64
May, 1881,	5,023	82	30,263	04	35,306	86
June, 1881,	5,266	27	28,409	28	33,675	53
July, 1881,	3,989	24	36,686	86	40,675	60
August, 1881,	4,431	13	35,695	09	40,126	22
September, 1881,	4,724	79	40,174	18	44,898	97
Total,	\$48,191	61	\$357,419	38	\$405,610	99

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1880,	\$149,121	06
November, 1880,	151,015	15
December, 1880,	129,134	08
January, 1881,	153,364	38
February, 1881,	142,191	90
March, 1881,	202,246	27
April, 1881,	209,272	69
May, 1881,	188,529	81
June, 1881,	148,132	60
July, 1881,	185,650	96
August, 1881,	193,467	18
September, 1881,	173,095	71
Total,	\$2,025,221	41

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1880,	\$1,107	51	\$4,394	41	\$156	17	\$5,658	09
November, 1880,	1,107	51	3,595	41	96	48	4,799	85
December, 1880,	1,127	53	4,347	71	189	48	5,614	72
January, 1881,	1,107	51	3,063	22	143	65	4,314	38
February, 1881,	1,107	51	2,744	66	128	51	3,960	68
March, 1881,	1,107	53	3,438	14	174	98	4,720	65
April, 1881,	1,107	51	2,558	87	182	85	3,849	23
May, 1881,	1,107	51	5,881	83	187	25	7,176	59
June, 1881,	1,107	53	7,123	53	212	36	8,443	42
July, 1881,	1,107	51	5,702	97	227	80	7,038	28
August, 1881,	1,107	51	6,188	07	244	90	7,540	48
September, 1881,	1,107	53	5,250	76	222	02	6,580	31
Total,	\$13,310	20	\$54,289	58	\$2,116	40	\$69,716	18

Total passenger earnings for the year,	\$405,610	99
Total freight earnings for the year,	2,025,221	41
Total earnings from all other sources,	69,716	18
Total earnings for the year,	\$2,500,548	58
Total receipts from all sources on whole length of line,	\$2,500,548	58

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$61,003	13
New steel rails, number of tons, 4,603.2140,	267,341	85
Repairs of bridges,	13,339	82
Repairs of buildings and fixtures,	16,621	91
All other expenses for maintenance of way,	40,356	69
Total for maintenance of way,	\$398,662	40

Cost of Maintenance of Motive Power and Cars.

Repairs of locomotives,	\$156,301	19
Repairs of machinery,	15,412	15
Repairs of passenger, baggage, and mail cars,	34,702	56
Repairs of freight cars,	132,031	90
All other expenses for maintenance of motive power and cars,	27,590	72
Total for maintenance of motive power and cars,	\$366,038	52

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$66,828	00
Salaries, wages, and incidentals chargeable to freight department,	192,449	94
Wages of switchmen, signalmen, gatekeepers, watchmen, and depot labor,	30,855	83
Fuel—cost,	\$68,478 86	
Fuel—cost of preparing,	5,363 54	
	73,842	40
Oil, waste, tallow, and candles and gas,	30,527	01
Damages for injuries to persons,	}	13
Damages for cattle killed or injured,		
Damage for loss of goods and baggage,		
Stationery, printing, and advertising,	16,894	49
Taxes,	23,126	16
Agents and clerks,	73,295	87
Telegraph expenses,	22,714	60
*Amount paid for use of palace and sleeping cars.		
*Amount paid other corporations or individuals for use of all other cars.		
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	59,621	85
Total miscellaneous,	\$611,374	28
Total expenditures for operating the road,	\$1,376,075	20

* Included in repairs and use of cars.

EARNINGS.

Passenger transportation, local,	\$357,419 38	} Total,	\$405,610	99
Passenger transportation, through,	48,191 61			
Freight transportation, local,		} Total,	2,025,221	41
Freight transportation, through,				
Mail service,			13,310	20
Express service,			54,289	58
All other sources of income,			2,116	40
Total,			\$2,500,548	58
Operating Expenses.				
Maintenance of way and buildings,	\$398,662 40			
Maintenance of motive power and cars,	366,038 52			
Miscellaneous,	611,374 28			
. . Total operating expenses, being 55.03 per cent. of earnings, . . .			1,376,075	20
Net earnings,			\$1,124,473	38

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Operated by Baltimore and Ohio Express ; receipts shown in monthly earnings for the year.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Sleeping cars owned by Baltimore and Ohio Railroad Company, lessees of Pittsburgh & Connellsville railroad.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Receipts shown in monthly earnings for the year.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$1,944,400 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.
Paid to sinking fund for year ending September 30, 1881,	\$24,122 27

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	3	. . . . .	. . . . .	. . . . .	3
Employés,	13	35	3	6	16	41
Others, . . . . .	. . . . .	. . . . .	13	8	13	8
Total,	13	38	16	14	29	52

Statement of each Accident.

October 13, 1880. Sedgwick; John Coyle, laborer, jumped from train ; right arm broken and bruised.

October 16. Saltsburg; R. E. Showalter, struck by over-head bridge ; thrown from train and skull fractured.

October 22. Pittsburgh; John Golden, driving team across track ; struck by engine ; head and right side injured.

October 26. Hickman; John J. Madden, fell through trestle and killed.

October 27. Connellsville; R. Grillman, painter, in attempting to board moving train had leg crushed ; amputated.

November 1. Birmingham; unknown, struck by train and killed.

November 10. McKeesport; Ed. Knight, small boy, jumping on cars ; arm crushed ; amputated.

November 11. Pittsburgh; A. W. Milner, brakeman, thrown from engine and right thigh crushed.

November 12. Urban Wentz, crossing track ; struck by engine and killed.

November 12. Alpsville; Mary J. Carlisle, little girl, standing near track ; slipped and fell under passing train and was killed.

November 21. McKeesport; James Coleman, boy, climbing on engine tank ; fell and was killed.

November 22. Ed. Byrne, in crossing track was struck by engine and injured about head.

November 27. Bowman; W. P. Bryney, engineer, train going over embankment ; killed.

November 27. Bowman; William McBride, newsboy, train going over embankment ; injured severely.

November 27. Bowman; N. J. Bagley, painter, train going over embankment ; injured severely.

November 27. Bowman; William Brewster, sleeping-car conductor, train going over embankment ; injured slightly.

November 27. Bowman ; C. Geary, passenger, train going over embankment ; injured slightly.

November 27. Bowman; A. W. McCullough, clerk, train going over embankment; injured slightly.

December 11. Pittsburgh; John Robery, brakeman, while coupling cars was squeezed about chest.

December 17. Matthew Matda, stone mason, in crossing track was struck by engine and killed.

December 28. Hickman; Alexander McBeth, brakeman, while coupling cars had collar bone broken.

January 1, 1881. Samuel Smith, brakeman, while coupling cars had left hand crushed.

January 1. James Blodgett, brakeman, had right ankle spained and leg broken in collision.

January 1. R. T. Decker, conductor, had head and shoulders cut in collision.

January 1. G. W. Fleming, brakeman, had left ankle sprained and hand cut in collision.

January 3. Saltsburg; Ed. Peirce, brakeman, struck by trestle and killed.

January 11. Hickman; Charles Masterdon, brakeman, caught between engine and caboose and killed.

January 14. Everson; Thomas Lee, brakeman, caught between cars and killed.

January 22. Thomas Dowling, in crossing track was struck by engine and had hip and shoulder injured.

February 7. Terrence Doud, conductor, right foot mashed.

February 9. William Streby, engineer, in jumping off engine at Indian Creek fell under and was killed.

February 10. Watts; John S. McCracken, brakeman, foot caught in frog and crushed; amputated.

March 2. Pittsburgh; G. W. Armstrong, brakeman, struck by Pan Handle bridge and injured; died.

March 9. Elba; F. L. Elliott, brakeman, while coupling cars had right leg severely injured.

March 9. Iron Bridge; Frank Kearney, colored, in attempting to jump on train fell and had right leg cut off.

March 11. Dunbar; John McGee, in attempting to jump on train fell under and was killed.

March 15. James Dawson, teamster, in crossing track was struck by engine and had right arm fractured and bruised about head.

March 24. Demler; John Sullivan, section foreman, struck by engine and killed.

March 24. Demler; M. Sullivan, laborer, struck by engine and killed.

March 27. Braddock; Peter Cohan, injured in jumping from passenger train.

March 30. West Newton; J. D. Boyd, stepped in front of moving train and was killed.

April 4. George Hanlan, brakeman, fell between engine and tender and had left arm taken off.

April 14. Percy Stranson, brakeman, while coupling cars was injured internally.

April 15. Hyndman; Isaiah Johns, laborer, killed in wreck.

April 18. Elrods; John Dixon, brakeman, in jumping from train had leg fractured.

April 19. Broadford; Henry C. Nelson, brakeman, fell from cars and sprained both wrists, and injured otherwise.

April 20. Elrods; Wesley Wrightmire, brakeman, caught between cars and fatally injured.

May 10. Glenwood; John Cussick, miner, run over and killed.

May 10. Pinkerton; George E. Rooney, tramp, stealing ride; killed in wreck.

May 10. Dawson; James McCann, brakeman, caught and squeezed while coupling.

May 14. Saltsburg; J. H. Mohler, brakeman, struck by bridge, injuring head, hip, and side seriously.

June 1. McKeesport; William Kemp, brakeman, fell from car, injuring head and side.

June 17. Shell's Run; John Murphy, laborer, intoxicated, lying on track and killed.

June 22. Samuel I. Davis, thrown from platform of caboose, pusher passing over right foot, taking it off.

July 2. John Kelly, killed; nature of accident unknown.

July 10. Broadford; A. F. Burkholder, conductor, knocked off car by water tank; head cut and right leg injured.

July 12. Connellsville; Fillmore Sears, brakeman, in cutting cars from engine fell on track and was killed.

July 14. McKeesport; John Valentine, laborer, leg fractured in collision.

July 16. Connellsville; Timothy Kilmartin, laborer, intoxicated, laid down under car; side and breast injured.

July 19. McKeesport; W. H. Holliday, brakeman, caught between cars and severely squeezed.

July 25. Draketown; Paul Worm, brakeman, thrown from car and head and right eye severely injured.

July 28. George W. Smart, brakeman, struck by car while getting on; knocked down and head badly injured.

August 11. Hyndman; W. S. Reed, flagman, fell from train; back of head crushed, and cut on right temple.

August 17. A. Obdell, foot caught between bumpers; amputated.

August 17. Connellsville; William McKram, boiler-maker, sitting on track; left hand cut off, bruised in head and limbs, and injured internally; died.

August 20. Smithton; John Yates, falling against empty oil barrels, receiving severe injuries; died.

August 22. John Zimmerman, engine struck a cow, throwing him under tank; hips crushed, and both legs cut off.

August 26. Connellsville; William Patton, wheel fell on foot, badly crushing it.

August 29. Charles Reed, watchman, fell from tank, and run over; skull fractured, and foot crushed.

September 6. Sharon; Samuel Artley, coal miner, fell from train; killed.

September 8. Birmingham; Samuel Glenwood, knocked off train by an over-head bridge; killed.

September 9. Elwood T. Todd, trying to get on train; arm pulled out of place.

September 10. Connellsville; A. Robbins, an apprentice, fell in turntable; left arm broken.

September 13. C. Elwine, teamster, crossing track, struck by an engine; severe contusion of back and head.

September 14. James Cassidy, brakeman; both ankles sprained and badly injured in wreck.

September 16. Connellsville; R. Robb, brakeman, coupling cars; right arm and breast injured.

September 17. James Morgan, miner, sitting on track; struck and killed.

September 18. Linden; Joseph Wright, brakeman, hand caught between tender and dead-wood; badly squeezed.

September 26. Copper works; Pat Ward, killed; cause unknown.

September 27. Connellsville; N. J. Hanna, smith, struck by engine; foot crushed.

September 27. Thomas Hill, foreman, walking on track, struck by engine; badly injured.

STATE OF PENNSYLVANIA,
County of Allegheny, city of Pittsburgh, } ss:

Personally appeared before me,* J. B. Washington, treasurer of the Pittsburgh and Connellsville Railroad Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

J. B. WASHINGTON, *Treasurer.*

Sworn and subscribed before me, this 21st day of February, A. D. 1882.

JOHN S. KENNEDY, *Notary Public.*

* The President of the company, for the period embraced in this report has resigned, and is now sojourning in Europe; hence, absence of his signature.

J. B. WASHINGTON, *Secretary.*

REPORT
OF THE
*Pittsburgh and Lake Erie Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Jacob Henricl, President,	Economy, Beaver county, Pa.
David Hostetter, Vice President,	Pittsburgh, Pa.
James I. Bennett, Vice President,	Pittsburgh, Pa.
John G. Robinson, Secretary and Treasurer,	Pittsburgh, Pa.
J. H. McCreery, General Solicitor,	Pittsburgh, Pa.
W. C. Quincy, General Manager,	Pittsburgh, Pa.

General offices at No. 77 Fourth avenue, Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Jacob Henricl,	Economy, Beaver county, Pa.
David Hostetter,	Pittsburgh, Pa.
James I. Bennett,	Pittsburgh, Pa.
M. W. Watson,	Pittsburgh, Pa.
James M. Schommaker,	Pittsburgh, Pa.
A. E. W. Painter,	Pittsburgh, Pa.
H. De Puy,	Pittsburgh, Pa.
John Dunlap,	Pittsburgh, Pa.
James M. Bailey,	Pittsburgh, Pa.
Ralph Bagaley,	Pittsburgh, Pa.
William M. Lyon,	Pittsburgh, Pa.
John Beere,	Beaver Falls, Pa.
J. H. Devereaux,	Cleveland, Ohio.
John Newell,	Cleveland, Ohio.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,050,000	00
Capital stock, amount subscribed,	2,050,000	00
Capital stock, total amount now paid in,	2,039,250	00
Capital stock, number of shares issued,	40,566	
Capital stock, amount paid in on each share: \$25 00 on 434 shares, and on balance,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1928, bear interest at 6 per cent., which is payable semi-annually, January 1 and July 1,) amount,	\$2,000,000	00
Total amount now of funded debt,	\$2,000,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$594,661	34
Debt incurred for any other purpose, and for what: Scrip dividends, supplies, current balances,	307,245	01
The amount now of floating debt,	901,906	35
Total amount now of floating and funded debt,	\$2,901,906	35
Funded debt as per last report,	\$2,000,000	00
Floating debt as per last report.	723,554	87
Total cash realized from capital stock and debt,	\$4,941,156	35

COST.

Total cost of entire road to date,	\$4,261,228	39
Average of same per mile of road laid,	\$60,571	83
Proportion of same for Pennsylvania,	3,703,967	40
Total cost of entire equipment,	\$1,026,270	03
Average cost of equipment per mile of road operated by company,	14,588	06
Proportion of same to Pennsylvania,	892,059	87
Cost of road and equipment per mile,	75,159	89
Proportion of same for Pennsylvania,	4,596,027	27

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Youngstown,	68	58.8
Length of single main track,	68	58.8
Branches.		
New Castle branch, from New Castle } Length of branch,	2.35	2.35
junction to New Castle, } Length of single track,	2.35	2.35
Aggregate length of main line and branches,	70.35	61.15
Aggregate length of sidings and other track not above enumerated,	22.01	20.11
Aggregate length of main line, branches, leased roads, sidings, and other track,	92.36	81.26

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.	
Miles of iron rail in use,	1.36
Miles of steel rail in use,	91
Weight of rail per yard, steel,	60 pounds.

Bridges and Trestles.	
Number of bridges and trestles on whole line,	32
Wooden bridges, number of, 3; aggregate length,	160 feet.
Stone bridges, number of, 9; aggregate length,	4,156 feet.
Iron bridges, number of, 18; aggregate length,	3,200 feet.
Wooden trestles, number of, 1; aggregate length,	300 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth? Erie and Pittsburgh railroad, at Mahoningtown; Pittsburgh, Fort Wayne and Chicago railroad, at Beaver Falls; Cleveland and Pittsburgh railroad, at Beaver; Pittsburgh, Cincinnati and St. Louis railroad, at Pittsburgh.

Stations.	
Number of stations on main road: Passenger, 44; freight and passenger, 27; total,	45
Number of stations on branches: Passenger, 2; freight, 2; total,	2
Number of engine-houses and shops in Pennsylvania, 1; total number entire road,	1
Number of wood and water stations on main road,	6
Value of real estate held by the company, exclusive of roadway,	\$346,475 15
Value of real estate held by the company, exclusive of roadway in Pennsylvania,	346,475 15
Number of tunnels,	None.

How is track laid, and on what foundation? With broken joints and double-angle joint fastenings, laid on oak ties eighteen to a 30-foot rail, with seven inches gravel ballast underneath.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	24	\$8,130	27
Number of locomotives of more than 20 tons weight,	6	5,702	90
Number of first-class passenger cars,	18	3,527	73
Number of second-class passenger cars,	9	2,391	02
Number of baggage, mail and express cars,	4	2,277	13
Number of freight cars, { House cars, 400, . . \$586 41 } { Dump cars, 20, . . 545 95 }	420	584	48
Number of coal, ore, and stone cars,	891	494	97
Number of caboose cars,	15	545	76

What kind of train-brake is in use on your road? Westinghouse automatic air-brake.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	20.5
Average weight of passenger trains, including locomotive and tender, in working order,	136 tons.
Average weight of freight trains, including locomotive and tender, in working order,	197 tons.

Employees.

Average number of persons regularly employed by company, including officials,	968
Same in Pennsylvania,	813

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains,	252,549
Number of miles run by freight and coal trains,	365,577
Number of passengers (all classes) carried in cars,	440,414
Number of passengers carried one mile,	8,984,446
Number of passengers carried one mile in Pennsylvania,	7,809,466
Number of tons of 2,000 pounds of through freight for the year on main road,	922,826
Number of tons of freight carried one mile,	77,026,583
Number of tons of freight carried one mile in Pennsylvania,	66,953,455
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,415,561
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	22
Average rate of speed adopted by express trains, including stops, (miles per hour,)	28
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	22,539	July, 1881,	54,869
February, 1881,	19,032	August, 1881,	55,843
March, 1881,	23,311	September, 1881,	55,916
April, 1881,	24,364	October, 1881,	39,618
May, 1881,	32,583	November, 1881,	34,245
June, 1881,	49,382	December, 1881,	33,212

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Coke,	227,464	Stone and lime,	239,810
Bituminous coal,	373,275	Agricultural products,	19,922
Petroleum and other oils,	1,181	Merchandise and manufactures,	72,150
Pig iron,	61,272	Live stock,	504
Railroad iron,	28,937	Lumber,	24,912
Other iron or castings,	138,989	Other articles,	31,933
Iron and other ores,	195,212		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3 cents.
For first-class way passengers,	3½ cents.
For second-class through passengers,	2¼ cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	$\frac{953}{1000}$ cents.
For through coal, per ton per mile,	$\frac{953}{1000}$ cents.
For local freight, per ton per mile,	$1\frac{41}{100}$ cents.
For local coal, per ton per mile,	$1\frac{41}{100}$ cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$2,472	15	\$8,512	72	\$10,984	87
February, 1881,	1,772	41	7,428	93	9,196	34
March, 1881,	2,220	82	9,158	00	11,378	82
April, 1881,	2,483	07	9,482	82	11,915	89
May, 1881,	3,385	64	10,953	60	14,339	24
June, 1881,	3,606	87	13,318	93	16,925	30
July, 1881,	5,709	48	16,106	17	21,815	65
August, 1881,	5,769	80	15,382	35	21,152	15
September, 1881,	8,489	12	13,508	57	21,997	69
October, 1881,	3,795	24	14,385	90	18,181	14
November, 1881,	3,465	26	13,999	88	17,465	14
December, 1881,	3,589	20	12,633	09	16,202	29
Total,	\$46,738	56	\$144,815	96	\$191,554	52

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$40,956	00	\$25,884	41	\$66,840	41
February, 1881,	36,883	54	23,486	89	60,370	43
March, 1881,	43,026	87	30,827	73	73,854	60
April, 1881,	41,111	11	23,314	67	64,425	78
May, 1881,	44,348	39	25,440	41	69,788	80
June, 1881,	37,505	59	20,694	11	58,199	70
July, 1881,	43,274	84	26,916	13	70,190	47
August, 1881,	51,357	76	30,828	92	82,186	68
September, 1881,	42,416	60	22,972	34	65,388	94
October, 1881,	50,749	44	23,449	16	74,198	60
November, 1881,	43,280	63	27,819	32	71,099	95
December, 1881,	51,609	31	23,869	68	75,478	99
Total,	\$526,519	58	\$305,503	77	\$832,023	35

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.
January, 1881, . . .	\$601	43	\$675	00	\$47	34	\$1,323 77
February, 1881, . .	601	42	600	00	49	31	1,250 73
March, 1881, . . .	601	44	675	00	60	74	1,337 18
April, 1881, . . .	601	42	650	00	64	07	1,315 49
May, 1881,	601	42	650	00	64	61	1,316 03
June, 1881,	601	43	550	00	71	03	1,222 46
July, 1881,	549	62	650	00	85	97	1,285 59
August, 1881, . . .	601	42	675	00	98	68	1,375 10
September, 1881, .	1,341	99	650	00	106	09	2,098 08
October, 1881, . .	848	27	650	00	93	03	1,591 30
November, 1881, .	1,029	07	650	00	67	90	1,746 97
December, 1881, .	884	43	675	00	63	42	1,622 85
Total,	\$8,863	36	\$7,750	00	\$872	19	\$17,485 55

Total passenger earnings for the year,	\$191,554	52
Total freight earnings for the year,	832,023	35
Total earnings from all other sources,	17,485	55
Total earnings for the year,	\$1,041,063	42
Total receipts from all sources on whole length of line,	\$1,041,063	42
Proportion of earnings in Pennsylvania to earnings of whole line, . .	904,918	49

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$146,219	06
Land or land damages,	36,741	92
Passenger and freight-houses,	12,567	02
Engine-houses, car sheds, wood and coal sheds, and water-tanks, . .	1,458	02
New locomotives, 4 second-hand, 2 new, number of, 6,	36,169	84
New passenger cars, number of, 5,	9,550	00
New mail and baggage cars, number of, 2,	4,361	51
New freight cars, number of, 194,	81,134	57
New machine shops, machinery, and tools,	3,970	63
Any other expenditures chargeable to this account,	19,590	88
Total,	\$351,763	45
Proportion for Pennsylvania,	\$305,761	61

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$81,601	71
New steel rails,	9,534	61
Repairs of bridges,	10,836	53
Repairs of buildings and fixtures,	5,229	10
Repairs of fences,	50	81
All other expenses for maintenance of way,	20,666	19
Total for maintenance of way,	\$127,918	95
Cost per mile of road kept in repair,	\$1,818	32
Proportion for Pennsylvania,	111,190	27

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$37,991	72
Repairs of machinery,	3,000	15
Repairs of passenger, baggage, and mail cars,	8,378	08
Repairs of freight cars,	26,779	78
All other expenses for maintenance of motive power and cars,	16,907	81
Total for maintenance of motive power and cars,	\$93,057	54
Cost per mile of road operated,	\$1,322	78
Proportion for Pennsylvania,	80,888	00

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$38,281	77
Salaries, wages, and incidentals chargeable to freight department,	163,384	39
Wages of switchmen, signalmen, gatekeepers, and watchmen,	8,179	77
Fuel—coal,	47,584	73
Oil and waste,	4,451	54
Damages for injuries to persons,	7,211	14
Damages for cattle killed or injured,	53	32
Damage for loss of goods and baggage,	768	87
Damages to property, including damages by fire,	4,925	29
Taxes,	10,633	60
Insurance,	1,555	27
Telegraph expenses,	7,729	88
Amount paid for use of palace or sleeping cars,	1,134	10
Amount paid other corporations or individuals for use of all other cars,	17,420	84
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	74,473	97
Total miscellaneous,	\$387,788	48
Amount per mile of road operated,	5,512	27
Proportion for Pennsylvania,	387,075	31
Total expenditures for operating the road,	608,764	97
Total charged to road and equipment,	960,528	42
Expenses per mile of road operated,	8,653	37
Expenses per mile of single track operated, not including sidings,	8,653	37
Expenses per train mile,		62.9
Proportion for Pennsylvania,	521,153	58

EARNINGS.

Passenger transportation, local,	\$144,815 96	} Total,	\$191,554	52
Passenger transportation, through,	46,738 56			
Freight transportation, local,		} Total,	832,023	35
Freight transportation, through,				
Mail service,			8,863	36
Express service,			7,750	00
All other sources of income,			872	19
Total,			\$1,041,063	42
Operating Expenses.				
Maintenance of way and buildings,	\$127,918 95			
Maintenance of motive power and cars,	93,057 54			
Miscellaneous,	387,788 48			
Total operating expenses, being 58.48 per cent. of earnings,			608,764	97
Net earnings,			\$432,298	45
Earnings per mile of road operated,			\$14,798	34
Expenses per mile of road operated,			8,653	37
Net earnings,			\$6,144	97

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Union Express Company, twenty-five dollars per day.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Have no sleepers.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$8,863 37 per annum paid quarterly. The Government fixes a rate per mile per annum regulated according to weight.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding, \$2,039,250 00
Amount of stock issued as stock dividends, and dates of issue, None.

Number and per cent. of dividends: One ten per cent. scrip.		
Balance for the year or surplus,	\$291,663	43
Surplus at commencement of the year,	117,031	98
Total surplus,	\$408,695	41
Surplus invested as follows:		
Cash and loans,	\$40,300	68
Material, fuel, and stores,	16,631	28
Other items, construction and equipment,	351,763	28

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,		1	7	16	7	17
Others,			7	1	7	1
Total,		1	14	17	14	18

Statement of each Accident.

February 9. Enoch B. French, freight brakeman ; three fingers mashed, coupling cars at Pittsburgh.

February 14. J. M. Stevens ; finger mashed, coupling cars at Chartiers.

February 14. Thomas Brady, laborer, employed by contractor, stood too near the track at Davis Island ; cars of passing train struck him ; bruised about the head.

February 23. John A. Johnston fell from train, and instantly killed, while crossing Ohio river bridge, at Beaver.

March 16. Michael McNeil, track laborer, fell from hand-car, near Aliquippa ; three ribs broken.

March 20. William Pyles, yard brakeman ; broken coupling-pin caused him to fall to ground ; right arm broken.

April 30. Charles Morrow, freight brakeman, coupling cars at Northern Central junction, caught between end of cars on curve ; injured internally.

May 6. W. O. Gillespie, laborer, at machine shop ; ends of two fingers mashed, while cleaning machinery.

May 19. John Collins, laborer, Pittsburgh shop, attempted to get on passing train at Point Bridge ; fell, and had foot crushed.

June 2. Noah Sheffler, freight brakeman ; two fingers mashed, coupling cars at Saw Mill Run.

June 17. John Schinkle, child, four or five years of age, playing on track at Pittsburgh, while shifting cars ; killed.

June 18. Henry Dunn, intoxicated, lying on track, near Chartiers ; one leg ran over by passenger train ; died same day.

June 22. Garrison Coale, freight conductor, fell from coal car on siding at Wampum ; head injured.

June 25. Alexander Beltzhoover, carpenter, fell from trestle at Pittsburgh ; two ribs broken.

July 9. Patrick Kilduff drove horse and cart in front of train, although warned not to do so ; received such injuries that he died next day.

July 19. Jay Golden, yard brakeman, Pittsburgh ; two fingers mashed, coupling cars.

August 6. John Stacy, on track near Pittsburgh, struck by passenger train ; died two hours after.

August 27. John Madden found dead on track at daylight, near Clinton ; had been run over by night train ; when last seen alive, was intoxicated.

August 28. Charles Graham found dead on track at daylight, near Newport ; run over by night train.

September 14. Frederick Kuster, track laborer, intoxicated, lying alongside track ; struck by engine, producing scalp wound.

September 24. James Robinson, James Baldwin, Stephen Foster, E. Carner, Richard Brown, George VanKirk, William Graham, M. D. Irwin, J. Peterson, carpenters, on hand-car, struck by passenger train on Brady's run bridge ; one instantly killed ; five died during the day ; remainder recovered ; hand-car was placed on track, although the men were aware that passenger train was following.

December 24. Frederick Benner, freight brakeman, fell off car at Beaver Falls; injury caused death six hours later.

December 27. John Conners, intoxicated and on track, at Wampum; killed by train.

December 31. William Yerkison, yard brakeman, Chartiers, fell while coupling cars, and had leg injured; amputation was necessary.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, Jacob Henrici, president, and John G. Robinson, treasurer, of the Pittsburgh and Lake Erie Railroad Company, who, being duly affirmed and sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) JACOB HENRICI, *President.*
JNO. G. ROBINSON, *Treasurer.*

Affirmed and sworn and subscribed before me, this 24th day of February, A. D. 1882.

W. M. GORMLY, *Notary Public.*

REPORT
OF THE
*Pittsburgh and Western Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
James Callery, President,	Allegheny City, Pa.
Solon Humphreys, Vice President,	Bayonne, N. J.
J. B. Stevenson, Secretary,	Allegheny City, Pa.
Anthony J. Thomas, Treasurer,	New York, N. Y.
George Shiras, junior, General Solicitor,	Pittsburgh, Pa.
H. A. Schwanecke, Chief Engineer,	Pittsburgh, Pa.
Edward K. Hyndman, General Manager,	Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
James Callery,	Allegheny City, Pa.
John W. Chalfant,	Allegheny City, Pa.
Jacob Painter, junior,	Allegheny City, Pa.
John E. Downing,	Allegheny City, Pa.
Henry W. Oliver, junior,	Allegheny City, Pa.
A. M. Marshall,	Allegheny City, Pa.
Edward K. Hyndman,	Pittsburgh, Pa.
Solon Humphreys,	Bayonne, N. J.
F. S. Lathrop,	Madison, N. J.
G. G. Haven,	New York, N. Y.
Walston H. Brown,	New York, N. Y.
Russell Sage,	New York, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	\$6,000,000	00
Capital stock authorized by votes of company,	6,000,000	00
Capital stock, amount subscribed,	6,000,000	00
Capital stock, total amount now paid in,	6,000,000	00
Capital stock, number of shares issued,	120,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road, including the cost of construction, equipment, real estate, rights of way and franchises, the minor accounts of which have not yet been opened on the books of the "new company,"	\$5,000,000 00
--	----------------

As the close of the fiscal year for which this report is required follows so closely the merger of the several roads that now constitute the Pittsburgh and Western, it is impossible to go into the many details required, or to give exact distances or data, until the accounts are audited and agreed upon, and the lines definitely located. We beg, therefore, to submit the following statement as our report for the year closed :

The Pittsburgh and Western becomes vested by purchase with all rights, franchises and property, real, personal and mixed, of the several companies, as per original agreement of merger and consolidation, filed in the office of the Secretary of the Commonwealth, at Harrisburg, on Wednesday, the 15th day of June, A. D. 1881. The several roads named therein, are to be changed to a 4 feet 8½ inch gauge, and all extensions of new track will eventually be made to that standard. Large forces of men are now employed on construction between Templeton Junction and Butler, between Parker City and Foxbury, between Wurtemburg and New Castle, and Youngstown, Ohio, and this part of the work is being pushed rapidly to completion.

As contemplated, the road will extend from Allegheny to Templeton Junction, at which point it will branch to Foxbury ; from Templeton Junction to Youngstown, Ohio ; and at Mahoning, the east and west line will

connect, and extend to Red Bank. The main line will cover about two hundred miles, one hundred and ninety of which will be in the State of Pennsylvania.

It is proposed to connect with the following roads: Pittsburgh, Bradford and Buffalo, in Pennsylvania; Allegheny Valley, in Pennsylvania; New York, Pittsburgh and Chicago, in Pennsylvania; Buffalo, Pittsburgh and Western, in Pennsylvania; Pittsburgh, Youngstown and Chicago, in Pennsylvania; Painesville and Youngstown, in Ohio; Lake Shore and Michigan Southern, in Ohio; New York, Pennsylvania and Ohio, in Ohio; New York, St. Louis and Chicago, in Ohio; Wabash, St. Louis and Pacific, in Ohio, and *via* the Pittsburgh Junction railroad, with the Baltimore and Ohio, in Pennsylvania; Pennsylvania, in Pennsylvania; Pittsburgh, Fort Wayne and Chicago, in Pennsylvania; Cleveland and Pittsburg, in Pennsylvania; Pittsburgh and Erie, in Pennsylvania; Pittsburgh, Cincinnati and St. Louis, in Pennsylvania; Pittsburgh, Virginia and Charleston, in Pennsylvania.

We are unable to say, at this time, what roads will be crossed at, above or below grade. The next annual report, however, will be made from date of purchase, and will cover all the information in which this statement is deficient.

STATE OF PENNSYLVANIA,)
 County of Allegheny,) ss:

Personally appeared before me, James Callery, president, and J. B. Stevenson, assistant treasurer, of the Pittsburgh and Western Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

JAMES CALLERY, *President.*

J. B. STEVENSON, *Assistant Treasurer.*

Sworn and subscribed before me, this 24th day of February, A. D. 1882.

J. P. GREER, *Notary Public.*

REPORT

OF THE

Pittsburgh, Bradford and Buffalo Railway Company,
for the year ending 31st December, 1881.

OFFICERS.

Names.	Residences.
Charles W. Mackey, President,	Franklin, Pa.
J. M. Dickey, Vice President and General Manager,	Franklin, Pa.
W. J. Welsh, Secretary,	Franklin, Pa.
J. W. Rowland, Treasurer,	Emlenton, Pa.
Theodore S. Wilson, General Solicitor,	Clarion, Pa.
W. D. Reed, Superintendent,	Foxburg, Pa.

General offices at Foxburg, Clarion county, Pa.

Names of Directors.	Residences.
Charles W. Mackey,	Franklin, Pa.
J. M. Dickey,	Franklin, Pa.
W. J. Welsh,	Franklin, Pa.
J. W. Rowland,	Emlenton, Pa.
G. W. Arnold,	Clarion, Pa.
P. F. Kribbs,	Edenburg, Pa.
J. V. Ritta,	St. Petersburg, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	544,380	00
Capital stock, total amount now paid in,	544,380	00
Capital stock, number of shares issued, 10,000		
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
First mortgage bonds, (due year 1911, bear interest at 6 per cent., which is payable semi-annually, April and October,) amount, . . .	\$600,000	00
Total amount now of funded debt,	\$600,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$25,517 46		
The amount now of floating debt,	25,517	46
Total amount now of floating and funded debt,	\$625,517	46
Total cash realized from capital stock and debt,	\$1,144,380	00

COST.

Total cost of entire road to date,	\$1,163,272	56
Average of same per mile of road laid,	\$14,015	33
Proportion of same for Pennsylvania,	14,015	33
Total cost of entire equipment,	\$111,487	44
Average cost of equipment per mile of road operated by company, .	1,343	22
Proportion of same to Pennsylvania,	1,343	22
Cost of road and equipment per mile,	15,358	55
Proportion of same for Pennsylvania,	15,358	55

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Foxburg to Frost's Mills,	58.1	58.1
Branches.		
From junction to Clarion, length of branch,	6.3	6.3
From Tylersburg to Leeper & Co's mill, length of branch, . . .	1.5	1.5
From Jefferson to Emlenton, length of branch,	12	12
Aggregate length of main line and branches,	77.9	77.9
Aggregate length of sidings and other track not above enumerated,	4.8	4.8

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 164
Weight of rail per yard, iron, 35 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 86
Wooden bridges, number of, 2; aggregate length, . . . 320 feet.
Wooden trestles, number of, 84; aggregate length, . . 14,780 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 16; freight, 16; total, 16
Number of engine-houses and shops in Pennsylvania, 3;
total number entire road, 3

Number of wood and water stations on main road,7

Number of wood and water stations on branches,3

Value of real estate held by the company, exclusive of road-
way, \$606 00

Value of real estate held by the company, exclusive of road-
way, in Pennsylvania, 606 00

How is track laid and on what foundation? Oak ties, splice bar joints,
and broken stone ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 20 tons weight,	2	\$9,000	00
Number of locomotives of more than 10 tons weight,	3	6,400	00
Number of first-class passenger cars,	3	2,400	00
Number of second-class passenger cars,	6	1,900	00
Number of baggage, mail, and express cars,	4	1,000	00
Number of freight cars, { House cars, 26 } { Trucks, 50 }	76	435	00
Number of coal, ore, and stone cars,	12	240	00
Number of caboose cars,	8	290	00

What kind of train-brake is in use on your road? Westinghouse and
Eames' vacuum-brakes on passenger trains, and the ordinary hand-brakes
on freight trains.

Average number of cars in passenger trains, including bag-
gage cars,4

Average number of cars in freight trains,6

Average weight of passenger trains, including locomotive
and tender, in working order, Can't say.

Employees.

Average number of persons regularly employed by com-
pany, including officials,200

Same in Pennsylvania,200

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of passengers (all classes) carried in cars,87,386

Number of passengers carried one mile,428,740

Number of passengers carried one mile in Pennsylvania,428,740

Number of tons of freight carried one mile,325,086.1048

Number of tons of freight carried one mile in Pennsylvania,325,086.1048

Gross amount of tonnage for the year, (2,000 pounds per
ton,)13,874.1091

Average rate of speed adopted by ordinary passenger trains,
including stops, (miles per hour,)15

Average rate of speed adopted by express trains, including
stops, (miles per hour,)15

Average rate of speed adopted by freight trains, including
stops, (miles per hour,)12

Monthly Statement of Passengers (all classes) carried in Cars.

April, 1881,	4,445	September, 1881,	4,277
May, 1881,	2,965	October, 1881,	4,159
June, 1881,	2,941	November, 1881,	4,915
July, 1881,	3,812	December, 1881,	5,708
August, 1881,	4,164		

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	591 ⁸⁰⁰ ₂₀₀₀	Agricultural products,	923 ¹¹¹ ₂₀₀₀
Bituminous coal,	170	Merchandise and manufactures,	4,315 ¹¹¹ ₂₀₀₀
Railroad iron,	456	Lumber,	5,049 ²⁰⁰ ₂₀₀₀
Other iron or castings,	198 ⁵⁷ ₂₀₀₀	Other articles,	1,630
Iron and other ores,	540 ²⁰⁰ ₂₀₀₀		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class way passengers,	5 cents
---	---------

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For local freight, per ton per mile,	12 ¹ ₃ cents.
For local coal, per ton per mile,	5 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.
January, 1881,
February, 1881,
March, 1881,
April, 1881,	\$3,161	65	.
May, 1881,	1,791	80	.
June, 1881,	2,083	45	.
July, 1881,	2,251	50	.
August, 1881,	2,471	45	.
September, 1881,	2,159	95	.
October, 1881,	2,278	30	.
November, 1881,	3,421	60	.
December, 1881,	3,419	90	.
Total,	\$23,039	60	.

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.
January, 1881,
February, 1881,
March, 1881,
April, 1881,	\$2,276	60	.
May, 1881,	2,086	92	.
June, 1881,	2,167	70	.
July, 1881,	2,044	01	.
August, 1881,	2,766	69	.
September, 1881,	3,002	09	.
October, 1881,	4,819	06	.
November, 1881,	3,989	29	.
December, 1881,	2,943	33	.
Total,	\$26,095	77	.

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881, . . . . .	.	.	.	.	.	.	.	.
February, 1881, . . . . .	.	.	.	.	.	.	.	.
March, 1881, . . . . .	.	.	.	.	.	.	.	.
April, 1881,	\$346	01	\$40	81	.	.	\$386	82
May, 1881, . . . . .	.	.	58	92	.	.	58	92
June, 1881, . . . . .	.	.	69	15	.	.	69	15
July, 1881,	845	95	55	29	\$240	00	641	24
August, 1881, . . . . .	.	.	49	36	534	79	584	15
September, 1881, . . . . .	.	.	64	86	.	.	64	86
October, 1881, . . . . .	.	.	73	22	.	.	73	22
November, 1881, . . . . .	.	.	83	93	.	.	83	93
December, 1881,	627	97	91	46	.	.	719	43
Total,	\$1,319	93	\$587	00	\$774	79	\$2,681	72
Total passenger earnings for the year,							\$23,039	60
Total freight earnings for the year,							26,095	77
Total earnings from all other sources,							2,681	72
Total earnings for the year,							\$51,817	09
Total receipts from all sources on whole length of line,							\$51,817	09
Proportion of earnings in Pennsylvania to earnings of whole line, . .							51,817	09

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$2,515	62
Land or land damages,	1,172	96
Passenger and freight-houses,	6,854	34
New locomotives, number of, 1,	11,550	00
Any other expenditures chargeable to this account,	249,960	59
Total,	\$272,053	51
Proportion for Pennsylvania,	\$272,053	51

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$6,251	23
Repairs of bridges,	801	88
All other expenses for maintenance of way,	2,869	21
Total for maintenance of way,	\$9,921	82
Cost per mile of road kept in repair,	\$119	54
Proportion for Pennsylvania,	119	54

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$2,842	65
Repairs of machinery,	361	40
Repairs of passenger, baggage, and mail cars,	1,238	59
Repairs of freight cars,	1,397	34
All other expenses for maintenance of motive power and cars,	1,100	01
Total for maintenance of motive power and cars,	\$6,929	99
Cost per mile of road operated,	\$83	50
Proportion for Pennsylvania,	83	50

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$5,354	82
Salaries, wages, and incidentals chargeable to freight department,	7,884	79
Wages of switchmen, signalmen, gatekeepers, and watchmen,	921	65
Fuel—number tons of coal, 2,013; cost,	2,718	21
Oil and waste,	339	09
Damage for loss of goods and baggage,	46	38
Damages to property, including damages by fire,	2	50
Taxes,	306	19
Insurance,	113	00
Telegraph expenses,	807	26
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	4,065	89
Total miscellaneous,	\$22,559	78
Amount per mile of road operated,	\$271	80
Proportion for Pennsylvania,	271	80
Total expenditures for operating the road,	39,411	59
Total charged to road and equipment,	311,465	10
Expenses per mile of road operated,	3,752	59
Expenses per mile of single track operated, not including sidings,	3,752	59

EARNINGS.

Passenger transportation, local,	\$23,039	60
Freight transportation, local,	28,085	77
Mail service,	1,319	98
Express service,	587	00
All other sources of income,	774	79
Total,	\$51,817	09
Operating Expenses.		
Maintenance of way and buildings,	\$9,921	82
Maintenance of motive power and cars,	6,929	99
Miscellaneous,	22,559	78
Interest,	986	22
Total operating expenses,	40,397	81
Net earnings,	\$11,419	28
Earnings per mile of road operated,	\$624	30
Expenses per mile of road operated,	486	72
Net earnings,	\$137	58

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and

what condition as to rates, use of track, machinery, repairs of cars, etc.? Union express; one and one half first-class freight rates.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and, if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Not established.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	. . . . .	. . . . .	. . . . .	1
Others,
Total,	1	. . . . .	. . . . .	. . . . .	1

Statement of each Accident.

On November 30, 1881. A. P. Odell, engineer on construction train, on stepping from his engine while in motion, at Tylersburg Station, (the platform being wet and slippery,) fell under the train, the trucks of the caboose passing over his right foot, crushing it and necessitating amputation about three inches above the ankle joint.

STATE OF PENNSYLVANIA, }
County of Venango, } ss :

Personally appeared before me, J. M. Dickey, general manager, and J. W. Rowland, treasurer, of the Pittsburgh, Bradford and Buffalo Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. M. DICKEY, General Manager.
J. W. ROWLAND, Treasurer.

Sworn and subscribed before me, this 18th day of February, A. D. 1882.
J. H. HEASLY, Notary Public.

R E P O R T
OF THE
Pittsburgh, Buffalo and Rochester Railroad Company,
for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
C. R. Earley, President,	Ridgeway, Pa.
C. H. Dewing, Secretary,	Boston, Mass.
A. McKinney, Treasurer,	New York city.
Rufus Lucore, General Solicitor,	Ridgeway, Pa.
E. E. Willard, Chief Engineer,	Ridgeway, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
C. R. Earley,	Ridgeway, Pa.
George R. Woodward,	Ridgeway, Pa.
P. W. Hayes,	Ridgeway, Pa.
A. McKinney,	New York.
L. K. McKinney,	New York.
C. H. Dewing,	Boston, Mass.
Charles B. Earley,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	1,500,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, total amount now paid in,	10,000	00
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due October 1, 1901, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$88,000	00	
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$2,000	00	
Debt incurred for any other purpose, and for what: Salaries,	4,000	00	
The amount now of floating debt,	6,000	00	
Funded debt as per last report,	\$88,000	00	
Floating debt as per last report,	2,189	84	
Total cash realized from capital stock and debt,	\$90,189	34	

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from south line Elk county, Pa., to a point near the mouth of Potato creek,	70	70

Gauge.

What is the guage of your lines? 4 feet 8½ inches.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Erie railroad, at Ridgeway, Pa.; Philadelphia and Erie railroad, at Johnsonburg, Pa.

STATE OF NEW YORK, }
City and County of New York, } ss:

Personally appeared before me, C. R. Earley, president, and A. McKinney, treasurer, of the Pittsburgh, Buffalo and Rochester Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) C. R. EARLEY, *President.*
A. McKINNEY, *Treasurer.*

Sworn and subscribed before me, this 17th day of February, A. D. 1882.

In witness whereof, I have hereunto set my hand and affixed my official seal, this 17th day of February, A. D. 1882.

CHARLES NETTLETON,
Commissioner for Pennsylvania in New York.

R E P O R T
OF THE
*Pittsburgh, Cincinnati and St. Louis Railway Com-
pany, for the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George B. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John E. Davidson, Assistant Comptroller,	Pittsburgh, Pa.
John W. Renner, Auditor,	Pittsburgh, Pa.
M. C. Spencer, Treasurer,	Pittsburgh, Pa.
J. T. Brooks, General Counsel,	Pittsburgh, Pa.
M. J. Becker, Chief Engineer,	Pittsburgh, Pa.
D. W. Caldwell, General Manager,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
S. W. White, Assistant Secretary,	Philadelphia, Pa.
William Stewart, General Freight Agent,	Pittsburgh, Pa.
E. A. Ford, General Passenger and Ticket Agent,	Pittsburgh, Pa.
General offices at Pittsburgh, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
H. H. Houston,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
W. H. Barnes,	Pittsburgh, Pa.
D. S. Gray,	Columbus, O.
R. Sherrard, Jr.,	Steubenville, O.
A. J. Cassatt,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.

All the figures in this report relating to the transactions of the company in December, 1881, are estimated.

CAPITAL STOCK.

Capital stock authorized by law,	\$13,500,000	00
Capital stock, amount subscribed,	8,437,200	00
Capital stock, total amount now paid in,	8,437,200	00
Capital stock, number of shares issued,	168,744	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
S. and I. R. R. Co. first mortgage bonds, (due January 1, 1884, bear interest at 6 per cent., which is payable monthly,) amount, . . .	\$3,000,000	00
P. C. and St. L. Ry. Co. first mortgage bonds, (due August 1, 1900, bear interest at 7 per cent., which is payable February 1 and August 1,) amount, . . .	6,863,000	00
P. C. and St. L. Ry. Co. second mortgage bonds, (due April 1, 1913, bear interest at 7 per cent., which is payable April 1 and October 1,) amount, . . .	2,500,000	00
S. and I. R. R. Co., C. and N. division mortgage bonds, (due January 1, 1890, bear interest at 7 per cent., which is payable January 1 and July 1,) amount, . . .	134,000	00
Holliday's Cove R. R. Co.'s first mortgage bonds, (due February, 1893, bear interest at 6 per cent., payable February 1 and August 1,) . . .	120,000	00
Total amount now of funded debt,	\$12,617,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what, . . * \$2,655,465 99		
The amount now of unfunded, deferred, and current debts, November 30, 1881,	2,655,465	99
Total,	\$15,272,465	99
Funded debt as per last report, \$12,497,000 00		
Unfunded, deferred, and current debt as per last report, 2,168,454 19		
* November 30, 1881. Value of supplies, &c., received from leased lines, payable at termination of lease,	\$1,351,979	89
November 30, 1881. Amount due for current expenditures in November, 1881, and prior thereto,	453,957	94
November 30, 1881. Amount due other companies in current accounts,	745,511	62
November 30, 1881. Coupons matured and not presented,	43,490	00
November 30, 1881. Miscellaneous,	55,526	54
	\$2,655,465	99

COST.

Total cost of entire road to date,	\$16,144,122	00
Average of same per mile of road laid,	\$80,559	49
Proportion of same for Pennsylvania, (estimated,)	2,821,203	21
Total cost of entire equipment,	\$3,834,910	48
Average cost of equipment per mile of road operated by company, . .	19,133	27
Proportion of same to Pennsylvania, (estimated,)	671,683	42
Cost of road and equipment per mile,	99,695	76
Proportion of same for Pennsylvania,	3,492,886	63

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Columbus, O., (including 1.8 miles leased, between Pittsburgh and Washington turnpike.)	192.8	35.1
Length of single main track,	173.8	16.1
Length of double main track,	19	19
Branches.		
Cadiz branch, from Cadiz Junction, O., to Cadiz, O.,	Length of branch, 8.1 Length of single track, 8.1	
Leased and Operated Roads.		
Chartiers railway, from Mansfield, Pa., to Washington, Pa.,	Length of road, 22.8 Length of single track, 22.8	22.8 22.8
Pittsburgh, Wheeling and Kentucky railroad, from Wheeling Junction to Wheeling, W. Va.,	Length of road, 24.2 Length of single track, 24.2	
Little Miami railroad,	Length of road, 194.9	
From Columbus, O., to Cincinnati, O.,	Length of single track, 119.8	
From Xenia, O., to Springfield, O.,	Length of single track, 19.4	
From Xenia, O., to Richmond, Ind.,	Length of single track, 56.2	
Cincinnati and Muskingum Valley railway, from Dresden Junction to Morrow, O.,	Length of road, 148.4 Length of single track, 148.4	
Columbus, Chicago and Indiana Central railway, operated under order of United States circuit court,	Length of road, 580.5	
From Columbus, O., to Indianapolis, Ind.,	Length of single track, 187.1	
From Bradford Junction, O., to Chicago, Ill.,	Length of single track, 231	
From Richmond Junction to Anoka Junction,	Length of single track, 102.2	
From Peoria Junction to State Line, Ill.,	Length of single track, 60.2	
Aggregate length of main line and branches,	200.4	35.1
Aggregate length of leased and operated roads,	970.8	22.8
Aggregate length of sidings and other track not above enumerated,	182.8	9.6
Aggregate length of main line, branches, leased roads, sidings, and other track,	1,353.5	67.5

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 45
Miles of steel rail in use, 219.4
Weight of rail per yard, { Iron, 56 to 60 lbs.
 Steel, 60 to 67 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 90
Wooden bridges, number of, 35; aggregate length, . . . 5,693 feet.

Stone bridges, number of, 29 ; aggregate length,

3,170 feet.

Iron bridges, number of, 22 ; aggregate length,

4,826 feet.

Wooden trestles, number of, 4 ; aggregate length,

248½ feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? Baltimore and Ohio railroad, at Pittsburgh, Pa. ; Little Saw Mill Run railroad, at South Pittsburgh ; Pittsburgh and Lake Erie railroad, at West Pittsburgh, (Temperanceville.)

Stations.

Number of stations on main roads : Passenger, 81 ; freight, 50 ; total,

131

Number of stations on branches : Passenger, 2 ; freight, 1 ; total,

3

Number of stations on leased and operated roads : Passenger, 275 ; freight, 179 ; total,

454

Number of engine-houses and shops in Pennsylvania, 4 ; total number entire road,

8

Number of wood and water stations on main road, . . .

23

Number of wood and water stations on branches,

1

Number of wood and water stations on leased and operated roads,

76

Value of real estate held by the company, exclusive of roadway in Pennsylvania, estimated,

\$15,000 00

Number of tunnels, 9 ; aggregate length,

10,483 feet.

How is track laid, and on what foundation? On cross-ties, with stone and gravel ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight, . . .	6	
Number of locomotives of more than 30 tons weight, . . .	101	
Number of locomotives of more than 20 tons weight, . . .	6	
Number of first-class passenger cars,	36	
Number of second-class passenger cars,	13	
Number of baggage, mail, and express cars,	27	
Number of freight cars, { House cars, 4,329 }	4,607	
{ Trucks, . . . 278 }		
Number of coal, ore, and stone cars,	340	
Number of caboose cars,	60	

What kind of train-brake is in use on your road? Westinghouse air-brake.

Average number of cars in passenger trains, including baggage cars,

7

Average number of cars in freight trains,

20

Average weight of passenger trains, including locomotive and tender, in working order, exclusive of load,	200 tons.
Average weight of freight trains, including locomotive and tender, in working order, exclusive of load,	240 tons.

Employees.

Average number of persons regularly employed by company, including officials,	3,265
Same in Pennsylvania,	568

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	811,124
Number of miles run by freight trains,	2,530,433
Number of miles run by coal trains,	65,282
Number of through passengers for the year on main road,	109,908
Number of passengers (all classes) carried in cars,	1,003,591
Number of passengers carried one mile,	38,492,323
Number of passengers carried one mile in Pennsylvania.	6,736,156
Number of tons of 2,000 pounds of through freight for the year on main road,	1,381,055
Number of tons of freight carried one mile,	397,941,050
Number of tons of freight carried one mile in Pennsylvania,	69,639,683
Gross amount of tonnage for the year, (2,000 pounds per ton,)	3,261,663
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	17½
Average rate of speed adopted by express trains, including stops, (miles per hour,)	28½
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	61,596	July, 1881,	98,180
February, 1881,	60,123	August, 1881,	97,272
March, 1881,	75,149	September, 1881,	107,810
April, 1881,	78,762	October, 1881,	105,972
May, 1881,	80,880	November, 1881,	86,772
June, 1881,	82,390	December, 1881,	79,186

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal,	1,331,044	Stone and lime,	68,700
including coke,	19,761	Agricultural products,	604,294
Petroleum and other oils,	68,358	Merchandise and manufactures,	508,692
Pig iron,	68,765	Live stock,	186,617
Railroad iron,	94,547	Lumber,	107,213
Other iron or castings,	113,886	Other articles,	94,841
Iron and other ores,			

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	1.86 cents.
For first-class way passengers,	2.83 cents.
For second-class through passengers,	1 cent.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile, . . . . .	.59 cent.
For through coal, per ton per mile, . . . . .	.59 cent.
For local freight, per ton per mile, . . . . .	.94 cent.
For local coal, per ton per mile, . . . . .	.94 cent.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$24,880	79	\$31,014	59	\$55,895	88
February, 1881,	23,722	07	29,490	49	53,212	56
March, 1881,	35,757	31	35,829	45	71,586	76
April, 1881,	32,820	86	35,602	66	68,423	52
May, 1881,	35,488	80	40,059	44	75,548	24
June, 1881,	38,183	88	43,263	26	81,446	64
July, 1881,	32,920	44	45,853	04	78,773	48
August, 1881,	34,197	90	51,684	47	85,882	37
September, 1881,	36,639	89	54,416	46	91,056	35
October, 1881,	32,610	71	52,414	14	85,024	85
November, 1881,	28,292	68	44,494	77	72,787	45
December, 1881,	30,661	52	39,021	48	69,683	00
Total,	\$386,176	85	\$503,144	25	\$889,320	60

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$157,645	62	\$126,851	98	\$284,497	60
February, 1881,	120,532	10	103,849	44	223,881	54
March, 1881,	144,457	25	112,865	81	257,323	06
April, 1881,	124,685	35	110,269	12	234,954	47
May, 1881,	156,045	27	92,567	87	248,613	14
June, 1881,	117,092	07	108,388	38	225,480	45
July, 1881,	126,676	00	110,352	93	237,028	93
August, 1881,	118,604	35	132,755	33	251,359	68
September, 1881,	103,400	05	128,976	64	232,376	69
October, 1881,	100,607	01	135,684	47	236,291	48
November, 1881,	108,341	24	127,579	61	235,920	85
December, 1881,	98,058	72	106,230	28	204,289	00
Total,	\$1,476,145	03	\$1,395,871	86	\$2,872,016	89

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881, . .	\$12,753	70	\$5,221	66	\$2,482	43	\$20,457	79
February, 1881, .	12,753	59	4,928	24	2,320	06	20,001	89
March, 1881, . . .	17,209	62	6,343	31	2,265	44	25,818	37
April, 1881, . . .	12,753	59	6,313	02	2,373	36	21,439	97
May, 1881,	12,753	59	6,961	35	2,136	53	21,851	47
June, 1881,	12,753	59	6,093	18	2,822	20	21,668	97
July, 1881,	28,597	12	5,222	83	2,878	47	36,698	42
August, 1881, . .	13,970	32	6,458	89	1,612	70	22,041	91
September, 1881, .	13,972	33	8,526	89	1,160	37	23,659	59
October, 1881, . .	13,972	32	10,381	45	1,974	82	26,328	59
November, 1881, .	13,972	32	11,876	20	1,074	93	26,923	45
December, 1881, .	13,972	33	10,000	00	1,200	00	25,172	33
Total,	\$179,484	42	\$88,327	02	\$24,301	31	\$292,062	75

Total passenger earnings for the year,	\$389,320	60
Total freight earnings for the year,	2,872,016	89
Total earnings from all other sources,	292,062	75
Total earnings for the year,	\$4,053,400	24
Total receipts from all sources on whole length of line,	\$4,138,986	47
Proportion of earnings in Pennsylvania to earnings of whole line,	724,736	53

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$33,534	15
Real estate,	3,203	50
Total,	\$36,737	65

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$370,478	02
New iron rails,	25,168	30
New steel rails,	33,909	55
Repairs of bridges,	118,265	56
Repairs of buildings and fixtures,	64,074	21
Repairs of fences,	13,766	08
All other expenses for maintenance of way,	28,328	72
Total for maintenance of way,	\$648,990	44
Cost per mile of road kept in repair,	\$3,238	48
Proportion for Pennsylvania, (estimated,)	113,670	65

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$230,878	20
Repairs of machinery,	22,877	61
Repairs of passenger, baggage, and mail cars,	118,142	13
Repairs of freight cars,	247,899	97
All other expenses for maintenance of motive power and cars,	301,908	36
Total for maintenance of motive power and cars,	\$921,706	27
Cost per mile of road operated,	\$4,599	33
Proportion for Pennsylvania, (estimated,)	161,436	48

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$182,370	83
Salaries, wages, and incidentals chargeable to freight department, . .	497,482	03
Wages of switchmen, signalmen, gatekeepers, and watchmen,	27,336	28
Fuel—number of cords of wood, 4,006.4; cost,	5,822	48
Fuel—number of tons of coal, 144,407; cost,	122,202	81
Oil and waste,	9,614	38
Damages for injuries to persons,	9,811	51
Damages for cattle killed or injured,	1,243	50
Damage for loss of goods and baggage,	10,153	18
Damages to property, including damages by fire,	899	20
Taxes,	53,662	49
Insurance,	399	14
Telegraph expenses,	77,807	25
Amount paid for use of palace and sleeping cars,	7,067	60
Amount paid other corporations or individuals for use of all other cars, less amount paid this company for use of its cars on other roads, .	91,198	45
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	68,289	60
Total miscellaneous,	1,164,860	68
Amount per mile of road operated,	\$5,812	68
Proportion for Pennsylvania, (estimated,)	204,025	07
Total expenditures for operating the road,	2,735,557	39
Total charged to road and equipment,	36,737	65
Expenses per mile of road operated,	13,650	49
Expenses per mile of single track operated, not including sidings, .	12,468	36
Expenses per train mile,		78.2
Proportion for Pennsylvania, (estimated,)		78.2

EARNINGS.

Passenger transportation, local,	\$508,144 25	} Total,	\$889,320	60
Passenger transportation, through,	386,176 85			
Freight transportation, local,	1,395,871 86	} Total,	2,872,016	89
Freight transportation, through,	1,476,145 03			
Mail service,			179,434	42
Express service,			88,327	02
Rents,			4,401	53
All other sources of income,			19,899	78
Total earnings,			\$4,063,400	24
Interest, &c.,			85,586	23
Total revenue,			\$4,138,986	47
Operating Expenses.				
Maintenance of way and buildings,	\$648,990 44			
Maintenance of motive power and cars,	921,706 27			
Miscellaneous,	1,164,860 68			
Total operating expenses, being 66.09 per cent. of earnings, . . .			2,735,557	39
Net revenue,			\$1,403,429	08
Earnings per mile of road operated,			\$20,653	63
Expenses per mile of road operated,			13,650	49
Net earnings,			7,003	14

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams

Express Company, 40 per cent. of gross receipts from all business excepting oyster traffic; 70 per cent. of gross receipts from oyster traffic.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? The Pullman Palace Car Company, who furnish the cars, renew the bedding and upholstery, and receive pay for use of berths. The railroad company keep the cars in repair, clean, heat, and light them.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Between Pittsburgh and Columbus, \$637 83 on weight per mile per annum; between Pittsburgh and Columbus, \$225 for use of railroad post office cars per mile per annum; between Pittsburgh and Columbus, \$862 83 total per mile per annum; between Cadiz junction and Cadiz, O., \$48 74 per mile per annum.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued: P., C. and St. Louis Railway Company first preferred, \$2,926,250; P., C. and St. Louis Railway Company second preferred, \$3,000,000; S. and I. Railroad Company first preferred, \$2,950.

Amount of common stock now outstanding: P., C. and St. Louis Railway Company common stock, \$2,125,700; S. and I. Railroad Company common stock, \$382,300.

Amount of stock issued as stock dividends, and date of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	.. . . .	.	.. . . .	.. . . .	.. . . .	.. . . .
Employees,	4	24	8	19	7	43
Others, . . . . .	.. . . .	2	21	8	21	10
Total,	4	26	24	27	28	53

Statement of each Accident.

January 10, 1881. William Donahue, killed; walking on track, at Willow Grove.

January 11. William Waugh, injured; coupling cars, Pittsburgh yard.

January 10. D. W. James, injured; left thigh and leg, Mansfield, Pa.

January 10. Charles Sands, injured ; thrown between cars, Mansfield, Pa.

January 3. Charles Shaffer, injured ; left arm crushed, Coshocton, Ohio.

January 18. B. J. Meehan, injured ; hand, coupling cars, Colliers, West Virginia.

January 5. John Kain, injured ; fingers caught in pulling pin, Ingram, Pa.

January 10. B. F. Clark, injured ; wrist, making coupling, McDonalds, Pa.

February 2. J. Newall, injured ; hand crushed making coupling, Mansfield, Pa.

January 29. M. Foley, injured ; ankle injured, Steubenville, Ohio.

January 22. J. S. Leadman, injured ; hand injured making coupling, Colliers, West Virginia.

February 8. J. Shadwell, injured ; finger injured making coupling, Dennison, Ohio.

February 2. John Mahon, injured ; contusion of side and abdomen, between cars, Colliers.

February 5. E. R. Williams, injured ; hand, making coupling, Sheridan, Pa.

January 14. Mr. John Frauchy, injured ; arm and elbow, jumping off train, Newcomerstown.

February 4. L. D. Mahaffey, injured ; wrist, jumping off train, Dinsmore.

January 13. C. M. Wolf, injured ; ankle, jumping off engine, Dennison.

January 13. T. W. Burke, injured ; ankles, jumping off engine, Unionport.

January 13. A. Strager, injured ; collar-bone and ribs broken, caught between tank and cars, Unionport.

February 1. A. W. Hall, injured ; back severely sprained, &c., handhold pulled off.

February 4. A. J. O'Donald, killed ; riding in caboose, collision, Dinsmore.

February 4. H. Stegall, injured badly ; leg crushed, collision, Dinsmore.

January 18. A. Rollison, injured ; jumping off cars, Hanover, Ohio.

January 18. John Sullivan, injured ; climbing on top of car, Philadelphia Roads.

February 4. A. M. Hutchins, injured ; scalp-wound, collision, Dinsmore.

January 8. George Boyd, injured ; scalp-wound, &c., coupling, Wheeling Junction.

February 21. F. Doreen, injured ; three fingers mashed, coupling cars, Summit, Ohio.

January 15. John Elson, injured ; foot and knee wound, collision, Ingram.

February 9. John Turner, injured ; skull fractured, collision.

February 13. E. Gibson, injured ; thrown down embankment, Black Lick.

February 15. J. Arthur, injured ; foot injured, Steubenville.

January 28. John Gallagher, injured ; two fingers amputated, coupling, Sheridan, Pa.

March 3. H. W. Dripps, injured ; fracture of left achroium, &c., climbing on car, Point Bridge.

March 10. John Neil, killed ; fell under wheels, Hanlans.

March 10. J. Gilmore, injured ; left leg broken, fell from car, Midway, Pa.

March 7. H. Langkamp, killed ; struck in tunnell, Pittsburgh, Pa.

March 13. C. Carney, killed ; jumped off engine, and was run over, Pittsburgh, Pa.

March 13. P. Cullen, killed ; fell off bridge, Pittsburgh, Pa.

March 13. D. R. Harrison, injured ; fracture of left thigh, two fingers lost, Pittsburgh, Pa.

January 4. J. M. Porter, injured ; ribs broken, struck by spout, Newark, Ohio.

March 17. Mrs. J. Florey, killed ; picking coal, Philadelphia Roads.

March 16. F. Bradford, killed ; deaf and dumb, walking on track, Newark, Ohio.

April 18. John Handlon, killed ; found dead on track, Nimick, Pa.

April 26. F. Goshin, killed ; Columbus yard, Ohio, arm and legs broken.

May 6. George H. Wells, injured ; leg amputated, fell under cars, Mingo Junction.

May 14. John Newell, killed ; struck in tunnel, Pittsburgh, Pa.

May 7. William Richards, killed ; walking on track, Broadhead cut.

May 20. S. Wheeler, killed ; caught between cars, Columbus yard.

May 28. William McIntyre, injured ; struck by bridge, Lock No. 17.

July 4. Ellen Campbell, killed ; struck by pilot of engine, Willow Grove.

July 20. Thomas Bradley, killed ; head and legs crushed, &c., Nobles-town.

July 28. A. Snively, killed ; attempted to get on engine, Steubenville, Ohio.

August 12. A. Speers, injured ; struck by pen stock, Adams' Mills.

September 23. William Connelly, injured ; leg cut off, stepped on track, Wheeling Junction.

October 6. P. D. Carroll, injured severely ; unloading marble, Wheeling Junction.

September 12. P. Cunningham, killed ; fell under wheels, Columbus, Ohio.

October 4. B. Bannon, injured ; hip and shoulder, engine left track, Smithfield.

October 12. A. Allison, injured ; foot crushed, amputation necessary, Mansfield.

October 14. Charles Schurr, killed ; tried to cross track, Point Bridge, Pittsburgh.

October 14. John Idle, injured ; arm and ribs broken, Kirkersville, Ohio.

October 17. Thomas Patterson, injured ; foot crushed, Newark, Ohio.

October 20. D. Galvin, injured ; contusion and laceration of the trachea, Steubenville, Ohio.

October 22. John Brew, killed ; jumped off train, Fairview, Ohio.

November 2. John Crawford, injured ; collar bone and ribs broken ; Pittsburgh, Pa.

November 15. William Hamilton, killed ; attempted to get on train ; Hanover.

November 9. John Clark, killed ; found on track ; Pittsburgh, Pa.

November 19. John Quinn, killed ; struck by caboose ; bridge No. 10.

November 2. J. Rice, killed ; tried to cross track ; shop switch.

November 15. J. Fitzpatrick, killed ; walking on track ; McDonald's.

November 29. H. P. Smouse, injured ; dislocation of left thigh ; Mansfield.

December 18. Margaret Jackson, killed ; walking on track ; bridge No. 19.

December 18. Nancy Jackson, killed ; walking on track ; bridge No. 19.

December 26. William Leonard, injured ; walking on track ; Mansfield, Pa.

December 13. W. F. Klupporte, injured ; foot mashed ; attempted to get on train ; O. C. crossing.

December 23. W. H. Linard, injured ; arm injured, pulling pin ; Steubenville, O.

December 21. Pat Coyne, injured ; thumb and finger mashed ; Mansfield, Pa.

December 28. G. W. Patterson, injured ; coupling cars ; Newark, O.

December 24. Unknown, injured ; struck in tunnel ; Cork Run.

December 14. H. Platt, killed ; coupling cars ; Hanover.

December 18. Thomas Ray, injured ; lying on track ; Ulrichsville.

December 29. Charles Higgins, killed ; stealing ride ; New Comers-town.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, Thomas D. Messler, vice president, and J. W. Renner, auditor, of the Pittsburgh, Cincinnati and St. Louis Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a

true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

THOS. D. MESSLER, *Vice President.*
J. W. RENNER, *Auditor.*

Sworn and subscribed before me, this 31st day of January, A. D. 1882.
W. C. BOYLE, *Notary Public.*

REPORT

OF THE

Pittsburgh, Fort Wayne and Chicago Railway Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Louis H. Meyer, President,	New York.
F. M. Hutchinson, Secretary and Treasurer,	Pittsburgh, Pa.

General office at Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Louis H. Meyer,	New York.
George W. Cass,	New York.
S. J. Tilden,	New York.
Charles Lanier,	New York.
George B. Roberts,	Philadelphia, Pa.
J. N. Hutchinson,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
Charles E. Speer,	Pittsburgh, Pa.
R. R. Springer,	Cincinnati, O.
L. B. Harrison,	Cincinnati, O.
Pliny Hoagland,	Fort Wayne, Ind.
J. L. Williams,	Fort Wayne, Ind.
John Sherman,	Washington city, D. C.

CAPITAL STOCK.

Capital stock authorized by law: Regulated by charter, with power to increase from time to time.		
Capital stock, amount subscribed, \$11,500,000; and as capitalized,	\$19,714,285 71	
Guaranteed special stock,	7,698,900 00	
	\$27,413,185	71
Capital stock, total amount now paid in,	27,413,185	71
Capital stock, number of shares issued,	274,131	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1912, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$5,250,000	00
Second mortgage bonds, (due July 1, 1912, bear interest at 7 per cent., which is payable semi-annually,) amount,	5,160,000	00
Third mortgage bonds, (due July 1, 1912, bear interest at 7 per cent., which is payable April 1 and October 1,) amount,	2,000,000	00
Equipment bonds, (due March 1, 1884, bear interest at 8 per cent., which is payable March 1 and September 1,) amount,	1,000,000	00
Construction bonds, (due January 1, 1887, interest at 7 per cent., payable January 1 and July 1,)	100,000	00
Total amount now of funded debt,	\$13,510,000	00
Funded debt as per last report,	\$13,510,000	00
Total cash realized from capital stock and debt,	\$40,923,185	71

COST.

Total cost of entire road and equipment to date,	\$39,989,406	86
Average of same per mile of road laid, 468.3 miles,	\$85,392	71
Proportion of same for Pennsylvania, 48.8 miles,	4,167,164	80

See report of lessee.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$27,413,185 71
Rate and date of all cash dividends on stock of original
and consolidated companies : 7 per cent. ; January, April,
July, and October.

Number and per cent. of dividends: Four quarterly dividends, 1½ per cent. each.		
*Amount paid in dividends,	\$1,886,443	00
Paid to sinking fund,	104,100	00
*January, \$26,485,185 71 at 1½ per cent.,	\$463,490	75
April, 26,485,185 71 at 1½ per cent.,	463,490	75
July, 27,413,185 71 at 1½ per cent.,	479,730	75
October, 27,413,185 71 at 1½ per cent.,	479,730	75
	\$1,886,443	00

STATE OF PENNSYLVANIA,)
County of Allegheny,) ss:

Personally appeared before me, Louis H. Meyer, president, and F. M. Hutchinson, treasurer, of the Pittsburgh, Fort Wayne and Chicago Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to

be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

L. H. MEYER, *President.*

F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this 14th day of February, A. D. 1882, by F. M. Hutchinson, secretary and treasurer.

Witness my hand and official seal.

WILLIAM F. ROBB, *Notary Public.*

REPORT

OF THE

Pennsylvania Company operating Pittsburgh, Fort Wayne and Chicago Railway Company, for the year ending December 31, 1881.

OFFICERS OF THE PENNSYLVANIA COMPANY OPERATING.

<i>Names.</i>	<i>Residences.</i>
George B. Roberts, President,	Philadelphia, Pa.
J. N. McCullough, First Vice President,	Pittsburgh, Pa.
William Thaw, Second Vice President,	Pittsburgh, Pa.
Thomas D. Messler, Third Vice President and Comptroller,	Pittsburgh, Pa.
John E. Davidson, Assistant Comptroller,	Pittsburgh, Pa.
S. B. Liggett, Secretary,	Pittsburgh, Pa.
S. W. White, Assistant Secretary,	Philadelphia, Pa.
W. H. Barnes, Treasurer,	Pittsburgh, Pa.
J. T. Brookes, General Counsel,	Pittsburgh, Pa.
F. Slataper, Chief Engineer,	Pittsburgh, Pa.
D. W. Caldwell, General Manager,	Pittsburgh, Pa.
W. A. Baldwin, Manager,	Pittsburgh, Pa.
A. B. Starr, Division Superintendent, Eastern division,	Pittsburgh, Pa.
C. D. Law, Division Superintendent, Western division,	Fort Wayne, Ind.
William Stewart, General Freight Agent,	Pittsburgh, Pa.
E. A. Ford, General Passenger and Ticket Agent,	Pittsburgh, Pa.

General offices at Pittsburgh, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
J. N. McCullough,	Pittsburgh, Pa.
William Thaw,	Pittsburgh, Pa.
Thomas D. Messler,	Pittsburgh, Pa.
Henry H. Houston,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Samuel M. Felton,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.

J. N. DuBarry, Philadelphia, Pa.
John Price Wetherill, Philadelphia, Pa.
A. J. Cassatt, Philadelphia, Pa.
John P. Green, Philadelphia, Pa.
W. H. Barnes, Pittsburgh, Pa.

All the figures in this report relating to the business of December are estimated.

For capital stock, debt, and cost, see lessor company's report.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh, Pa., to Chicago, Ill., . . .	467.97	48.8
Length of single main track,	398.69	11.88
Length of double main track,	69.28	36.92
Leased Roads.		
New Castle and Beaver Valley railroad branch, from Homewood to New Castle, . . .	Length of road, . . .	14.982
	Length of single track, . . .	14.982
Lawrence railroad branch, from Lawrence junction to Youngstown, . . .	Length of road, . . .	17.98
	Length of single track, . . .	17.98
Lawrence railroad (Canfield) branch, from Canfield switch to Foster coal mines,	Length of road, . . .	4.06
	Length of single track, . . .	4.06
Aggregate length of main line,	587.25	85.72
Aggregate length of leased roads,	87.022	24.845
Aggregate length of sidings and other track not above enumerated,	186.45	30.76
Aggregate length of main line, branches, leased roads, sidings, and other track,	760.722	140.825

Gauge.

What is the gauge of your lines ? 4 feet 9 inches.

Track.

Miles of iron rail track in use, 157.48
Miles of steel rail track in use, 566.22
Weight of rail per yard, { Iron, 60 lbs.
 Steel, 60 and 67 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 197
Wooden bridges, number of, 10, (20 foot span and over;) aggregate length, 692.4 feet.
Stone bridges, number of, 65, (10 foot span and over;) aggregate length, 1,184.6 feet.
Iron bridges, number of, 79, (20 foot span and over;) aggregate length, 8,040.1 feet.
Wooden trestles and piling, number of, 43; aggregate length, 5,244 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Western Pennsylvania railroad, at Allegheny city.

What railroads cross your road, either over or under your grade, in this Commonwealth? Pittsburgh and Lake Erie railroad, at Beaver Falls, (under grade.)

Stations.

Number of stations on main road : Passenger, 134 ; freight, 77 ; total,	134
Number of stations on leased roads : Passenger, 21 ; freight, 9 ; total,	21
Number of engine-houses and shops in Pennsylvania, 6 ; total number entire road,	19
Number of machine and blacksmith shops in Pennsylvania, 6 ; total number entire road,	25
Number of wood and water stations on main road,	49
Number of wood and water stations on branches,	None.
Value of real estate held by the company, exclusive of roadway. See lessor's report.	
Value of real estate held by the company, exclusive of roadway in Pennsylvania. See lessor's report.	
Number of tunnels,	None.

How is track laid and on what foundation? The iron rail track is laid with common fish plate connections ; the steel rail track with double angle bars. Road is ballasted with coarse gravel, furnace cinders, and limestone.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	22	
Number of locomotives of more than 30 tons weight,	221	
Number of locomotives of more than 20 tons weight,	38	
Number of first-class passenger cars,	127	
Number of second-class passenger cars,	25	
Number of baggage, mail, and express cars,	59	
Number of freight cars, { House cars, 3,878, }	5,620	
Number of coal, ore, and stone cars,	2,085	
Number of caboose cars,	134	

Average cost is included in total cost of equipment in lessor company's report.

What kind of train-brake is in use on your road? Westinghouse automatic air-brake.

Average number of cars in passenger trains, including baggage cars,	6.28
Average number of cars in freight trains,	19.70
Average weight of passenger trains, including locomotive and tender, in working order, exclusive of load,	175 tons.

Average weight of freight trains, including locomotive and tender, in working order, exclusive of load, 242 tons.

Employees.

Average number of persons regularly employed by company, including officials, 8,557
Same in Pennsylvania, 2,185

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 1,886,282
Number of miles run by freight trains, 6,088,983
Number of through passengers for the year on main road, 135,250
Number of passengers (all classes) carried in cars, . . . 2,887,544
Number of passengers carried one mile, 130,388,466
Number of passengers carried one mile in Pennsylvania, . 13,651,792
Number of tons of 2,000 pounds of through freight for the year on main road, 1,715,283
Number of tons of freight carried one mile, 1,038,802,167
Number of tons of freight carried one mile in Pennsylvania, 110,857,502
Gross amount of tonnage for the year, (2,000 pounds per ton,) 4,775,320
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) 25
Average rate of speed adopted by express trains, including stops, (miles per hour,) 25
Average rate of speed adopted by freight trains, (miles per hour,) 12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	191,775	July, 1881,	239,104
February, 1881,	181,203	August, 1881,	277,754
March, 1881,	212,234	September, 1881,	289,327
April, 1881,	224,413	October, 1881,	276,976
May, 1881,	223,925	November, 1881,	246,736
June, 1881,	243,972	December, 1881,	230,125

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Coke,	776,912	Agricultural products,	736,155
Anthracite coal,	87,962	Merchandise and manufactures, .	679,782
Bituminous coal,	566,154	Live stock,	492,155
Petroleum and other oils,	59,629	Lumber,	314,552
Pig iron,	228,692	Other articles,	142,208
Railroad iron,	94,464		
Other iron or castings,	144,164	Total,	4,775,320
Iron and other ores,	190,851		
Stone and lime,	262,190		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	1.42 cents.
For first-class way passengers,	3 cents.
For second-class through passengers,	2½ cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile, . . . . .	.618
For through coal, per ton per mile, . . . . .	.618
For local freight, per ton per mile,	1.021
For local coal, per ton per mile,	1.021

MONTHLY EARNINGS FOR THE YEAR.**From Transportation of Passengers.**

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$47,928	85	\$101,750	90	\$149,679	25
February, 1881,	48,160	10	92,055	12	135,215	22
March, 1881,	62,812	80	119,416	67	182,228	97
April, 1881,	80,730	44	112,958	53	193,688	97
May, 1881,	93,930	71	127,251	54	221,182	25
June, 1881,	99,712	12	140,670	02	240,382	14
July, 1881,	78,084	45	132,010	96	205,095	41
August, 1881,	79,525	10	153,882	32	233,407	42
September, 1881,	82,040	52	173,693	40	255,733	92
October, 1881,	80,374	12	164,785	53	245,159	65
November, 1881,	71,625	67	138,611	65	210,237	32
December, 1881,	83,255	13	114,167	79	197,422	92
Total,	\$898,179	01	\$1,571,254	43	\$2,469,433	44

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$492,534	44	\$262,024	24	\$754,558	68
February, 1881,	479,077	04	234,013	98	713,091	02
March, 1881,	513,457	71	293,376	94	806,834	65
April, 1881,	528,848	57	299,630	53	828,479	10
May, 1881,	382,875	06	271,459	34	654,334	40
June, 1881,	271,443	72	261,836	90	533,280	63
July, 1881,	292,638	79	245,284	18	537,922	97
August, 1881,	325,124	43	295,855	82	620,980	25
September, 1881,	265,475	84	284,060	66	549,536	50
October, 1881,	287,169	97	299,740	90	586,910	87
November, 1881,	306,946	16	292,783	33	599,729	49
December, 1881,	263,255	32	285,244	33	548,499	65
Total,	\$4,408,847	05	\$3,325,311	15	\$7,734,158	20

From all other Sources.

MONTHS.	Mail.		Express.		Miscellaneous.		Total.	
January, 1881,	\$12,388	01	\$12,402	00	\$13,440	00	\$38,230	01
February, 1881, .	12,388	01	11,448	00	12,835	00	36,671	01
March, 1881, . . .	12,388	01	12,879	00	13,154	01	38,421	02
April, 1881, . . .	18,696	38	12,402	00	14,799	18	45,897	56
May, 1881,	12,388	01	12,402	00	13,785	26	38,525	27
June, 1881,	12,388	01	12,402	00	13,903	24	38,693	25
July, 1881,	12,154	69	12,402	00	13,543	70	38,100	39
August, 1881, . . .	12,154	69	12,879	00	13,746	97	38,780	66
September, 1881,	12,154	69	9,858	00	14,746	54	36,759	23
October, 1881,	12,154	33	9,858	00	14,148	25	36,160	58
November, 1881, .	10,752	73	9,858	00	14,166	09	34,776	82
December, 1881, .	12,150	96	9,858	00	14,000	00	36,008	96
Total,	\$152,158	52	\$138,648	00	\$166,218	24	\$457,024	76
Profits operating New Castle and Beaver Valley railroad,							82,104	90
Profits operating Lawrence railroad,							6,409	46
							\$545,539	12

Total passenger earnings for the year,	\$2,469,433	44
Total freight earnings for the year,	7,734,158	20
Total earnings from all other sources,	545,539	12
Total earnings for the year,	\$10,749,130	76
Total receipts from all sources on whole length of line,	\$10,749,130	76
Proportion of earnings in Pennsylvania, to earnings of whole line,	1,120,921	86

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

See lessor company's report.

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$699,085	45
New iron rails,	100	86
New steel rails, number of tons, 4,755,	109,329	51
Repairs of bridges,	49,176	76
Repairs of buildings and fixtures,	91,903	28
Repairs of fences,	28,639	49
All other expenses for maintenance of way,	60,706	85
Total for maintenance of way,	\$1,038,942	20
Cost per mile of road kept in repair,	\$2,220	10
Proportion for Pennsylvania,	108,340	88

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$365,626	39
Repairs of machinery,	23,907	15
Repairs of passenger, baggage, and mail cars,	151,350	54
Repairs of freight cars,	415,184	53
All other expenses for maintenance of motive power and cars,	206,768	22
Total for maintenance of motive power and cars,	\$1,162,836	83
Cost per mile of road operated,	\$2,484	85
Proportion for Pennsylvania,	121,260	68

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$491,981	68
Salaries, wages, and incidentals chargeable to freight department,	1,832,654	92
Wages of switchmen, signalmen, gatekeepers, and watchmen,	92,142	03
Fuel—number cords of wood, 25,961; cost,	36,525	39
Fuel—number tons of coal, 301,844; cost,	462,531	38
Oil and waste,	81,352	86
Damages for injuries to persons,	26,862	74
Damages for cattle killed or injured,	3,634	91
Damage for loss of goods and baggage,	20,923	16
Damages to property, including damages by fire,	5,345	12
Taxes,	234,036	30
Telegraph expenses,	102,248	83
Amount paid other corporations or individuals for use of all other cars,	160,817	15
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	77,493	80
Total miscellaneous,	\$3,628,550	32
Amount per mile of road operated,	\$7,753	81
Proportion for Pennsylvania,	378,385	92
Total expenditures for operating the road,	5,830,329	35
Expenses per mile of road operated,	12,458	76
Expenses per mile of single track operated, not including sidings,	10,852	17
Expenses per train mile,		56.86
Proportion for Pennsylvania,	607,967	48

EARNINGS.

Passenger transportation, local,	\$1,571,254 43	} Total,	\$2,469,433	44
Passenger transportation, through,	898,179 01			
Freight transportation, local,	\$3,825,311 15	} Total,	7,734,158	20
Freight transportation, through,	4,408,847 05			
Mail service,			152,158	52
Express service,			138,648	00
All other sources of income,			254,732	60
Total,			\$10,749,130	76
Operating Expenses.				
Maintenance of way and buildings,	\$1,038,942 20			
Maintenance of motive power and cars,	1,162,836 88			
Miscellaneous,	8,628,550 82			
Total operating expenses, being 54.24 per cent. of earnings,			5,830,329	35
Net earnings,			\$4,918,801	41
Amount paid Cleveland and Pittsburgh railroad, account division joint earnings,			271,697	40
			\$4,647,104	01
Earnings per mile of road operated,			\$22,969	70
Expenses per mile of road operated,			12,458	76
Net earnings,			\$10,510	94

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express company. Terms, forty per cent. of gross receipts from

general merchandise and money business; seventy per cent. of gross receipts from oyster business. Cars are furnished and kept in repair by Pennsylvania Company, operating.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? Yee; owned by Pullman Palace Car Company. This company keep up repairs, exclusive of the upholstery and bedding. They make their own charges.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$152,158 52 per annum.

STOCK AND DIVIDENDS.

See lessor company's report.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	3	2	18	2	21
Others,	15	15	15	15
Total,	3	17	33	17	36

Statement of each Accident.

- January 25. Allegheny, Pa., W. S. Hook, cut about head; struck by overhead bridge.
- February 3. Leetsdale, Pa., W. S. Yarger, killed; walking on track, struck by engine.
- February 4. Pittsburgh, Pa., G. W. Lowe, bruised about body; caught between cars.
- February 11. Agnew, Pa., unknown, killed; supposed to have been run over.
- February 16. Outer depot, Pa., W. Dougherty, thumb crushed; caught while coupling.
- February 16. Outer depot, Pa., George Brush, arm bruised; caught while coupling.
- March 9. Sewickley, Pa., J. F. Smith, collar-bone broken; caught while coupling.

March 21. Enon, Pa., William Rutter, foot badly bruised ; foot caught in frog.

April 11. New Galilee, Pa., W. A. Welden, hand crushed ; caught while coupling.

April 12. Beaver Falls, Pa., D. Donaldson, cut about head ; stealing ride, fell from train.

April 24. Superior, Pa., George Snead, one foot injured ; stealing ride, fell from train.

April 26. Remington, Pa., James Smith, hand badly crushed ; caught while coupling.

May 4. Outer depot, Pa., Frank Schelling, three fingers crushed ; caught while coupling.

May 6. Bridgewater, Pa., W. Lewellire, cut about head ; stealing ride, jumped from train.

May 16. Beaver Falls, Pa., Mrs. M. Rowe, died from injuries ; walking on track, struck by engine.

July 10. New Galilee, Thomas McChesney, died from injuries ; crossing track, struck by engine.

July 10. New Galilee, Miss Mary McChesney, died from injuries ; crossing track, struck by engine.

July 14. Haysville, J. Neibert, leg broken ; stealing ride, foot caught.

July 20. Outer depot, N. Bauer, died from injuries ; attempted to get on moving train.

August 1. Manchester, M. Kernan, cut about head ; standing on track, struck by engine.

August 2. Allegheny, A. Valenski, badly injured ; attempting to get on moving train.

August 17. Woods Run, D. Manix, finger crushed ; caught while coupling.

August 20. Verner, M. Burns, died from injuries ; walking on track while intoxicated.

August 22. Quaker Valley, James Ferry, toes of one foot cut off ; standing on platform too close to track.

August 23. New Brighton, unknown, killed ; found dead on track.

September 5. Jack's Run, F. Schizigerstin, cut and bruised ; jumping from train.

September 15. Pittsburgh, John McIntire, killed ; attempting to get on moving train.

September 21. Agnew, John Wilson, cut and bruised about head ; jumping from train.

September 24. Pittsburg, Adam Schinds, calf of leg badly bruised ; attempting to climb over cars.

October 2. Haysville, James Toy, skull fractured and knee cut ; supposed to have fallen from train.

October 3. Manchester, Thomas McKelvey, three fingers bruised, while coupling cars.

October 3. Manchester, Pa., Robert Sullivan, killed; fell from train.

October 3. Woods Run, J. McGovern, fingers badly bruised, while coupling cars.

October 4. Pittsburgh, Charles Wilson, one finger crushed, while uncoupling cars.

October 4. Outer depot, James Patterson, face badly cut; missed footing and fell between cars.

October 7. Allegheny, Louis Christy, killed; suicide; threw himself under train.

October 7. Agnew, Bridget Barns, killed, walking on track.

October 14. Woods Run, Mark Haley, arm crushed and cut about head; stealing ride, fell from train.

October 15. Manchester, William Beattie, killed, attempting to jump on foot-board of engine.

October 25. Wallace Run, Charles Sevin, both legs crushed, attempting to get on moving train.

October 26. Pittsburgh, William Brennan, scalded about face; oil blowing out of oil-cup on engine.

November 5. Pittsburgh, E. Cafferty, first finger crushed, while coupling cars.

November 5. Manchester, John Pinkerton, died from injuries; found on track.

November 11. Laurel, B. Keller, ankle badly crushed, jumping from moving train.

November 12. Outer depot, W. M. Wilson, bruised about head, falling from train.

November 13. Manchester, T. H. Pinkerton, arm bruised while coupling cars.

November 17. Manchester, W. B. Anderson, arm bruised while coupling cars.

November 19. Woods Run, F. Richter, died from injuries; found on track.

November 28. Birmingham, L. Martin, died from injuries; found on track.

November 30. Pittsburgh, J. O'Neil, badly cut about head, while coupling cars.

December 2. Jack's Run, P. Maloney, killed, attempting to move a shovel from track; struck by engine.

December 8. Outer depot, John Donahoo, leg crushed; foot caught in switch-bar, run over by engine.

December 15. Economy, unknown, cut over right eye, jumping from train while in motion.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, Thomas D. Messler, vice president, and J. P. Farley, auditor, of the Pennsylvania Company, operating Pittsburgh, Fort Wayne and Chicago Railway, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) THOS. D. MESSLER, *Vice President.*
J. P. FARLEY, *Auditor.*

Sworn and subscribed before me, this 31st day of January, A. D. 1882.
W. C. BOYLE, *Notary Public.*

REPORT

OF THE

Pittsburgh Southern Railway Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
James H. Hopkins, President,	Pittsburgh, Pa.
Charles W. Mackey, Vice President,	Franklin, Pa.
Henry M. Mathias, Vice President,	White Sulphur Springs, W. Va.
J. W. Rowland, Secretary,	Emlenton, Pa.
W. N. Riddle, Treasurer,	Pittsburgh, Pa.
Joseph Ramsey, junior, Chief Engineer,	Washington, Pa.
Joseph Ramsey, junior, General Superintendent, . .	Washington, Pa.
General offices, 119 Liberty street, Pittsburgh, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
James H. Hopkins,	Pittsburgh, Pa.
Charles W. Mackey,	Franklin, Pa.
John W. Rowland,	Emlenton, Pa.
Francis Rahm,	Pittsburgh, Pa.
W. N. Riddle,	Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law. Increase of stock occasioned by consolidation with Pittsburgh Southern railway of West Virginia, . . .	\$1,800,000	00
Capital stock authorized by votes of company,	1,800,000	00
Capital stock, amount subscribed,	700,000	00
Capital stock, total amount now paid in,	800,000	00
Capital stock, number of shares issued, 14,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1890, bear interest at 6 per cent., which is payable, . . .) amount,	\$250,000	00
Total amount now of funded debt,	\$280,000	00
Floating Debt.		
Unfunded debt, incurred for construction and purchase of property,	\$40,606	41
Debt incurred for any purpose, and for what: Deficit and interest,	21,506	66
Total amount now of floating debt,	71,113	07
Total amount now of floating and funded debt,	\$321,113	07
Funded debt as per last report,	\$250,000	00
Floating debt as per last report,	56,783	92
Total realized from capital stock and debt,	\$621,113	07

COST.

Total cost of entire road to date,	\$537,011	91
Average of same per mile of road laid,	\$13,699	28.3
Total cost of entire equipment,	\$53,010	12
Average cost of equipment per mile of road operated by company,	1,352	80
Cost of road and equipment per mile,	15,151	58.3

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh and Branch to Washington, Pa.,	36.2	36.2
Length of single main track,	36.2	36.2
Branches.		
Harding branch, from Harding Junction to Coal works,	1.7	1.7
Aggregate length of main line and branches,	37.9	37.9
Aggregate length of sidings and other track not above enumerated,	1.3	1.3
Length of track laid, if not completed,	39.2	39.2

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 39.2
Miles of steel rail in use, None.
Weight of rail per yard, iron, 30, 35, & 50 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	25
Wooden trestles, number of, 25 ; aggregate length,	6,520 feet

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Little Saw Mill Run railroad, connect at Banksville, third rail to West Pittsburgh, 2.7 miles.

Stations.

Number of stations on main road : Passenger and freight,	32
Number of engine-houses and shops in Pennsylvania, 1 ;	
total number entire road,	1
Number of wood and water stations on main road,	4
Number of tunnels,	None.

How is track laid, and on what foundation? On white oak cross ties, average 6 feet, 6×6 ; partly stone ballasted.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 20 tons weight,	2	
Number of locomotives of more than 10 tons weight, (16 tons,)	2	
Number of first-class passenger cars,	3	
Number of second-class passenger cars,	1	
Number of baggage, mail, and express cars,	3	
Number of freight cars, { House cars, 10 } { Cattle cars, 2 } Total,	48	
Number of coal, ore, and stone cars,	10	

What kind of train-brake is in use on your road? Eames' vacuum-brake on engines, passenger, baggage, and box cars. Common hand-brake on balance.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	4

Employees.

Average number of persons regularly employed by company, including officials,	60
Same in Pennsylvania,	60

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger, freight, and coal trains,	112,200
Number of tons of 2,000 pounds of through freight for the year on main road,	6,746,219
Number of tons of freight carried one mile,	515,433
Number of tons of freight carried one mile in Pennsylvania,	515,433

Gross amount of tonnage for the year, (2,000 pounds per ton,)	31,706.155
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	14
Average rate of speed adopted by express trains, including stops, (miles per hour,)	15
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	19,992.1290	Live stock,	907.1672
Petroleum and other oils,	368.55	Lumber,	2,619.620
Railroad iron,	508.1004	Other articles, wool,	287.954
Stone and lime,	480.400		
Agricultural products,	2,305.1045	Total,	31,706.155
Merchandise and manufactures,	4,286.115		

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$1,329 32
February, 1881,	1,249 50
March, 1881,	1,699 92
April, 1881,	1,579 46
May, 1881,	1,864 70
June, 1881,	1,941 83
July, 1881,	1,580 84
August, 1881,	2,557 91
September, 1881,	3,091 83
October, 1881,	2,884 64
November, 1881,	1,759 18
December, 1881,	2,428 27
Total,	\$28,466 90

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$1,965 78
February, 1881,	1,455 01
March, 1881,	1,709 70
April, 1881,	1,848 82
May, 1881,	1,756 29
June, 1881,	2,004 83
July, 1881,	2,212 95
August, 1881,	2,279 86
September, 1881,	2,062 08
October, 1881,	2,512 72
November, 1881,	2,521 20
December, 1881,	2,661 93
Total,	\$24,990 67

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881, . . .	\$136	30	\$52	73	. . .	. . .	\$189	03
February, 1881, . .	136	30	58	63	\$74	90	269	83
March, 1881, . . .	732	23	67	80	700	00	1,500	03
April, 1881, . . .	136	30	75	21	. . .	. . .	211	51
May, 1881, . . .	136	30	124	62	162	09	423	01
June, 1881, . . .	136	30	125	04	36	84	298	18
July, 1881, . . .	136	30	87	96	29	34	253	60
August, 1881, . . .	136	30	94	18	24	33	254	81
September, 1881, .	136	30	85	28	24	83	245	91
October, 1881, . .	136	30	103	06	24	34	263	70
November, 1881, .	136	30	79	96	24	34	240	60
December, 1881, .	136	30	90	85	306	97	534	12
Total,	\$2,231	53	\$1,045	32	\$1,407	48	\$4,684	33

Total passenger earnings for the year,	\$23,466	90
Total freight earnings for the year,	24,990	67
Total earnings from all other sources,	4,684	33
Total earnings for the year,	\$53,141	90
Total receipts from all sources on whole length of line,	\$53,141	90
Proportion of earning in Pennsylvania to earnings of whole line: All.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$2,587	66
Land or land damages,	8,108	35
Passenger and freight-houses,	193	79
Any other expenditures chargeable to this account,	419	69
Total,	\$6,309	49

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$9,225	53
Repairs of bridges,	517	23
All other expenses for maintenance of way,	1,082	41
Total for maintenance of way,	\$10,825	17
Cost per mile of road kept in repair,	\$276	17

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$9,023	26
Repairs of machinery,	142	92
Repairs of passenger, baggage, and mail cars,	1,495	19
Repairs of freight cars,	2,394	04
All other expenses for maintenance of motive power and cars,	1,014	57
Total for maintenance of motive power and cars,	\$14,069	98
Cost per mile of road operated,	\$358	92

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	\$9,104	11
Salaries, wages, and incidentals chargeable to freight department, . .	8,051	87
Wages of switchmen, signalmen, gatekeepers, and watchmen,	580	00
Fuel—wood,	} 2,596	77
Fuel—coal,		
Oil and waste,	793	02
Damage for loss of goods and baggage,	} 697	88
Damages to property, including damages by fire,		
Taxes,	791	83
Amount paid other corporations or individuals for use of all other cars, tolls, and transfers,	6,461	81
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items, . .	4,378	08
Total miscellaneous,	\$33,455	87
Amount per mile of road operated,	\$853	45
Total expenditures for operating the road,	58,350	52
Expenses per mile of road operated,	1,488	54
Expenses per mile of single track operated, not including sidings, . .	1,539	59
Expenses per train mile,		52

EARNINGS.

Passenger transportation, local,	{ Total, .	\$23,466	90
Passenger transportation, through,			
Freight transportation, local,	{ Total, .	24,990	67
Freight transportation, through,			
Mail service,		2,231	53
Express service,		1,045	32
All other sources of income,		1,407	48
Total,		\$53,141	90
Operating Expenses.			
Maintenance of way and buildings,		\$10,825	17
Maintenance of motive power and cars,		14,069	98
Miscellaneous,		33,455	87
Total operating expenses, being 109.8 per cent. of earnings, . . .		58,350	52
Deficit,		\$5,208	62
Earnings per mile of road operated,		\$1,355	66
Expenses per mile of road operated,		1,488	54
Deficit,		\$132	88

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Baltimore and Ohio Express Company; rate eighteen cents per one hundred pounds, and half messengers' wages.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Daily service each way, (Sunday excepted,) \$42 75 per mile.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, \$155,000 00
 Amount of common stock now outstanding, 545,000 00
 Amount of stock issued as stock dividends, and dates of issue, None.
 Rate and date of all cash dividends on stock of original and consolidated companies, None.
 Surplus invested as follows: Balance of accounts due company, \$9,584 38

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employees,	1					
Others,						
Total,	1					

Statement of each Accident.

June 29. William Lyons, caught between cars and crushed; died in about three hours.

STATE OF PENNSYLVANIA, }
 County of Allegheny, } ss:

Personally appeared before me, James H. Hopkins, president, and W. A. Lee, for treasurer, of the Pittsburgh Southern Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

JAMES H. HOPKINS, *President.*

WM. A. LEE, for *Treasurer.*

Sworn and subscribed before me, this 23d day of February, A. D. 1882.

JOHN J. McCORMICK, *Notary Public.*

REPORT

OF THE

Pittsburgh, Virginia and Charleston Railway Com-
pany, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
J. N. DuBarry, President,	Philadelphia, Pa.
D. P. Corwin, Secretary and Treasurer,	Pittsburgh, Pa.
J. M. Byers, Chief Engineer,	Pittsburgh, Pa.
Charles E. Pugh, General Superintendent,	Altoona, Pa.
D. M. Watt, Division Superintendent,	Pittsburgh, Pa.

General offices at Philadelphia, Pa.

Names of Directors.	Residences.
George B. Roberts,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
William J. Howard,	Philadelphia, Pa.
D. A. Stewart,	Pittsburgh, Pa.
Charles E. Speer,	Pittsburgh, Pa.
John Scott,	Pittsburgh, Pa.
Joseph Walton,	Pittsburgh, Pa.
George V. Lawrence,	Monongahela City, Pa.
Thomas L. Daly,	Gibsonton, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000,000	00
Capital stock authorized by votes of company,	2,000,000	00
Capital stock, amount subscribed,	1,593,150	00
Capital stock, total amount now paid in,	1,504,900	07
Capital stock, number of shares full paid,	29,935	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due April, 1919, bear interest at 6 per cent., which is payable April and October 1,) amount,	\$2,000,000	00
Certificates of indebtedness, (due July 1, 1889, bear interest at 6 per cent., which is payable July and January,) amount,	208,100	00
Total amount now of funded debt,	\$2,208,100	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$147,213	23
Debt incurred for any other purpose, and for what: Un- paid coupons,	270	00
The amount now of floating debt,	147,483	23
Total amount now of floating and funded debt,	\$2,355,583	23
Funded debt as per last report,	\$1,605,000	00
Floating debt as per last report,	422,678	92
Total cash realized from capital stock and debt,	\$3,713,000	07

COST.

Total cost of entire road to date, \$2,280,830 07

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pittsburgh to Uniontown, Pa., . .	70	70
Length of single main track,	70	70

See Pennsylvania railroad report.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.

Amount of common stock now outstanding, \$1,504,900 07

Amount of stock issued as stock dividends, and dates of issue, None.

Rate and date of all cash dividends on stock of original and consolidated companies, None.

STATE OF PENNSYLVANIA, }
County of Washington, } ss :

Personally appeared before me, D. P. Corwin, treasurer of the Pittsburgh, Virginia and Charleston Railway Company, who, being duly sworn, doth

depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) D. P. CORWIN, *Treasurer.*

Sworn and subscribed before me, this 20th day of February, A. D. 1882.
HUGH A. ROGERS, *Notary Public.*

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, J. N. DuBarry, president of the Pittsburgh, Virginia and Charleston Railway Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) J. N. DuBARRY, *President.*

Sworn and subscribed before me, this 18th day of February, A. D. 1882.
JNO. C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

Plymouth Railroad Company, for the year ending December 12, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Coffin Colket, President,	Philadelphia, Pa.
Alexander E. Dougherty, Secretary and Treasurer, .	Philadelphia, Pa.
General office at No. 12 Philadelphia Exchange, Philadelphia, Pa.	

<i>Names of Managers.</i>	<i>Residences.</i>
James Boyd,	Norristown, Pa.
Winfield S. Wilson,	Tredyffrin, Chester county, Pa.
I. V. Williamson,	Philadelphia, Pa.
Edwin Swift,	Philadelphia, Pa.
John Slingluff,	Norristown, Pa.
Christopher Heebner,	Norristown, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$30,000	00
Capital stock authorized by votes of company,	30,000	00
Capital stock, amount subscribed, (uncertain but supposed,)	30,000	00
Capital stock, total amount now paid in, (as registered,)	12,050	00
Capital stock, number of shares issued, 241		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$274,405	19
Total amount now of floating debt,	\$274,405	19
Floating debt as per last report,	\$274,405	19
Total cash realized from capital stock and debt,	\$286,545	19

COST.

Total cost of entire road to date,	\$286,545	19
Average of same per mile of road laid,	80,977	85
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Conshohocken to Oreland,	9.25	All.
Length of single main track,	9.25	All.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 11.62
Weight of rail per yard, iron, 57 pounds.

Bridges and Trestles.

Number of bridges on whole line, 13
Wooden bridges, number of, 11; aggregate length, 340 feet.
Iron bridges, number of, 2; aggregate length, 137 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger and freight,	4
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of road-way,	\$11,231 00
Value of real estate held by the company, exclusive of road-way, in Pennsylvania,	All.
Number of tunnels,	None.

How is track laid, and on what foundation? With iron rails; oak and chestnut cross-ties, on broken cinder.

On the 10th day of November, 1870, the Plymouth railroad, as a branch of the Philadelphia, Germantown and Norristown railroad, with its real estate and appurtenances, was leased to the Philadelphia and Reading Railroad Company, and since that date the Plymouth railroad and appurtenances have been maintained, and the railroad operated by, the lessees. All questions not answered in this report, can only be answered by the lessees, or included in their report.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 241 shares, equal \$12,050.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Coffin Colket, president, and Alexander E. Dougherty, treasurer, of the Plymouth Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 12, A. D. 1881, according to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*
A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this 19th day of December, A. D. 1881.

J. P. MAGILL, *Notary Public.*

REPORT
OF THE
*Point Breeze Railroad Company, for the year ending
December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William G. Warden, President,	Philadelphia, Pa.
Henry L. Davis, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 307 Walnut street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Norris W. Harkness,	Philadelphia, Pa.
Henry L. Davis,	Philadelphia, Pa.
Edward P. Cooper,	Philadelphia, Pa.
Charles H. Quarles,	Philadelphia, Pa.
William G. Brown,	Philadelphia, Pa.
Thornton Pike,	Lower Mayfield township, Bucks co., Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$18,000	00
Capital stock authorized by votes of company,	18,000	00
Capital stock, amount subscribed,	18,000	00
Capital stock, total amount now paid in,	7,200	00
Capital stock, amount paid in on each share,	20	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date,	\$5,938 29
--	------------

CHARACTERISTICS OF ROAD.

None of the road bed down yet. Expenditures, thus far, principally for right of way.

MISCELLANEOUS.

Taxes,	\$16 2
------------------	--------

STOCK AND DIVIDENDS.

Cash,	\$1,245 51
-----------------	------------

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, William G. Warden, president, and Henry L. Davis, treasurer, of the Point Breeze Railroad Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) WILLIAM G. WARDEN, *President.*
HENRY L. DAVIS, *Treasurer.*

Affirmed and subscribed before me, this 21st day of January, A. D. 1882.
JOSHUA COMLY, *Notary Public.*

R E P O R T

OF THE

*Pomeroy and State Line Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Strickland Kneass, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.
General Offices, No. 233 South Fourth street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Edmund Smith,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	500,000	00
Capital stock, amount subscribed,	500,000	00
Capital stock, total amount now paid in,	500,000	00
Capital stock, number of shares issued,	10,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Debt incurred for any other purpose, and for what: Op- erating,	\$18,871 56	
Total amount now of floating debt,		\$18,871 56
Total cash realized from capital stock and debt,		\$518,871 56

COST.

Total cost of entire road to date, \$500,000 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pomeroy to State Line,	21.66	21.66
Length of single main track,	21.66	21.66
Aggregate length of main line and branches,	21.66	21.66
Aggregate length of sidings and other track not above enumer- ated,	1.02	1.02
Aggregate length of main line, branches, leased roads, sidings, and other track,	22.68	22.68

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail track in use, 22.03
Miles of steel rail track in use,65
Weight of rail per yard, { Iron, 56 lbs.
 { Steel, 67 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 65
Wooden bridges, number of, 29; aggregate length, 1,201 feet.
Wooden trestles, number of, 36; aggregate length, 5,549 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Baltimore railroad, at Avondale.

Stations.

Number of stations on main road: Passenger, 12; freight,
13; total, 15
Number of wood and water stations on main road, 2

How is track laid, and on what foundation? White oak cross-ties, on gravel ballast.

The Pomeroy and State Line railroad is leased to the Pennsylvania Railroad Company, for the term of ninety-nine years, from and after the 1st day of March, 1880, to whom you are referred for information relative to the operation of the line.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 10,000 shares
at \$50, \$500,000 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Strickland Kneass, president, and James R. McClure, treasurer, of the Pomeroy and State Line Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true,* and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) STRICKLAND KNEASS, *President.*
JAS. R. MCCLURE, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1882.
JNO. C SIMMS, JR., *Notary Public.*

* Much of the information called for by the foregoing blanks being required of the lessee company, the word "full," in the above affidavit, it stricken out.

REPORT
OF THE
Reading and Columbia Railroad Company, for the
year ending November 30, 1881.

OFFICERS.

Names.	Residences.
G. A. Nicolls, President,	Reading.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
Alexander M. Wilson, Superintendent,	Columbia.

General offices at 227 South Fourth street, Philadelphia, Pa.
50 RAILROAD REPORT.

<i>Names of Directors.</i>	<i>Residences.</i>
J. B. Lippincott,	Philadelphia.
Henry Lewis,	Philadelphia.
I. V. Williamson,	Philadelphia.
F. B. Gowen,	Philadelphia.
J. N. Hutchinson,	Philadelphia.
Joseph B. Altemus,	Philadelphia.
Eckley B. Coxe,	Drifton, Pa.
Frederick Lauer,	Reading, Pa.
Thomas Baumgardner,	Lancaster, Pa.
Samuel Small,	York, Pa.
Francois W. Christ,	Litiz, Pa.
Philip Arndt,	Manheim, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$1,050,000	00
Capital stock, amount subscribed,		961,500	00
Capital stock, total amount now paid in,		958,268	00
Capital stock, number of shares issued, full paid,	19,144		
Capital stock, amount paid in on each share issued,		50	00
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due March 1, 1882, bear interest at 7 per cent., which is payable March and September,) amount,		\$650,000	00
Second mortgage bonds, (due June 1, 1884, bear interest at 7 per cent., which is payable June and December,) amount,		350,000	00
Debenture bonds, (due December 1, 1917, bear interest at 6 per cent., which is payable June and December,) amount,		1,000,000	00
Bonds and mortgages, real estate,		14,166	67
Total amount now of funded debt,		\$2,014,166	67
Funded debt as per last report,	\$2,004,166 67		

COST.

Total cost of entire road to date,	\$2,112,054	74
Average of same per mile of road laid, 48 miles,	\$44,001	14
Average of same per mile of track laid, 60.41 miles,	34,962	00
Total cost of entire equipment,	\$245,241	18
Average cost of equipment per mile of road operated by company, 63½ miles,	3,877	33
Average cost of equipment per mile of road owned by company, 48 miles,	5,109	19

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Columbia to Sinking Spring,	40	
Length of single main track,	40	
Branches.		
Lancaster branch, from Lancaster Junction to Lancaster,	Length of branch, Length of single track,	8 8
Leased Roads.		
Quarryville branch, from Lancaster to Quarryville,	Length of road, Length of single track,	15.25 15.25
Aggregate length of main line and branches,	48	
Aggregate length of leased roads,	15.25	
Aggregate length of sidings and other track not above enumerated,	14.07	
Aggregate length of main line, branches, leased roads, sidings, and other track,	77.32	

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, (miles of track,) 77.32
Miles of steel rail in use, None.
Weight of rail per yard, iron, 56 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 90
Wooden bridges, number of, 72; aggregate length, 2,580 feet.
Stone bridges, number of, 2; aggregate length, 44 feet.
Iron bridges, number of, 5; aggregate length, 174½ feet.
Wooden trestles, number of, 11; aggregate length, 2,380 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Pennsylvania railroad, at Columbia; Pennsylvania railroad, at Landisville; Columbia and Port Deposit railroad, at Columbia.
What railroads cross your road, either over or under your grade, in this Commonwealth? Pennsylvania railroad, at Lancaster, (under grade.)

Stations.

Number of stations on main road, passenger and freight, 19
Number of stations on branches, passenger and freight, 4
Number of stations on leased roads, passenger and freight, 11
Number of engine-houses and shops in Pennsylvania : 3 engine-houses, 2 shops.

Number of wood and water stations on main road : 5 water,
2 wood ; total, 7
Number of wood and water stations on branches : 2 water,
1 wood ; total, 3
Number of wood and water stations on leased roads : 2
water, 1 wood ; total, 3
Value of real estate held by the company, exclusive of road-
way, \$62,556 22
Number of tunnels, None.
How is track laid and on what foundation? Cross-ties ; cinder, stone,
and gravel ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 40 tons weight,	6	\$19,200	00
Number of locomotives of more than 30 tons weight,	4	19,750	00
Number of first-class passenger cars,	6	4,400	00
Number of baggage, mail, and express cars,	1	2,500	00
Number of freight cars, { House cars,	31	822	00
{ Roadway dumps,	12	175	00
Number of tool cars,	1	250	00
Number of caboose cars,	4	325	00

What kind of train-brake is in use on your road? On passenger trains,
Westinghouse automatic ; on freight and coal trains, hand-brake.
Average number of cars in passenger trains, including bag-
gage cars, 3
Average number of cars in freight trains, 26
Average weight of passenger trains, including locomotive
and tender, in working order, 100 tons.
Average weight of freight trains, including locomotive and
tender, in working order, 600 tons.

Employees.

Average number of persons regularly employed by com-
pany, including officials, 140
Same in Pennsylvania, 140

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 138,574
Number of miles run by freight, coal, and hallast trains, 202,572
Number of passengers averaged as through for the year on
main road, 87,359
Number of passengers (all classes) carried in cars, 244,749
Number of passengers carried one mile, 8,756,445
Number of tons of freight carried one mile, 13,221,171

Gross amount of tonnage for the year, (2,000 pounds per ton,)	499,069
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	13

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1880,	16,835	August, 1881,	28,433
January, 1881,	13,820	September, 1881,	25,915
February, 1881,	12,821	October, 1881,	19,388
March, 1881,	18,696	November, 1881,	19,477
April, 1881,	20,882		
May, 1881,	19,023	Total,	<u>244,749</u>
June, 1881,	19,929		
July, 1881,	29,580		

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	227,545
Merchandise and manufactures,	271,524
	<hr/>
Total,	499,069

Rate of Fare for Passengers charged for the respective classes per Mile.

Average per passenger received, 2.47 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For freight, per ton per mile, approximate average, . . .	3.06 cents.
For coal, per ton per mile, approximate average, . . .	1.69 cents.

From all other Sources.

MONTHS.	Travel.		Freight.		Mall.		Miscellaneous.	
December, 1880, .	\$6,821	32	\$19,788	96	\$243	32	\$54	77
January, 1881, . .	5,053	84	19,908	90	243	32	55	62
February, 1881, .	5,067	43	20,224	14	243	32	64	14
March, 1881, . . .	7,085	90	22,060	71	243	32	40	89
April, 1881, . . .	7,761	31	24,054	63	243	32	109	17
May, 1881,	7,153	40	28,515	34	243	32	494	51
June, 1881,	7,786	33	20,865	11	243	32	207	08
July, 1881,	9,933	13	22,804	27	243	32	388	74
August, 1881, . . .	10,213	49	31,578	60	243	32	576	36
September, 1881, .	10,419	63	28,656	46	279	31	556	22
October, 1881, . .	7,953	09	27,999	66	255	32	450	22
November, 1881, .	7,923	60	29,071	55	255	32	555	76
Total,	\$92,622	47	\$295,028	33	\$2,979	33	\$3,553	43
Total passenger earnings for the year,							\$92,622	47
Total freight earnings for the year,							295,028	33
Total earnings from all other sources,							6,533	26
Total earnings for the year,							\$394,184	06

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$129	81
New machine shops, machinery, and tools,	671	06
Total,	\$800	87

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$41,301	35
New steel rails, number of tons, 248 tons 13 cwt.,	6,344	28
Repairs of bridges,	6,851	08
Repairs of buildings and fixtures,	10,924	92
All other expenses for maintenance of way,	4,141	04
Total for maintenance of way,	\$69,562	67
Cost per mile of road kept in repair, (63½ miles,)	\$1,099	81
Cost per mile of track, (77.32,)	899	67

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives and tenders,	\$17,576	32
Repairs of machinery and tools,	191	88
Repairs of passenger, baggage, and mail cars,	567	00
Repairs of freight cars,	2,011	58
All other expenses for maintenance of motive power and cars,	7,050	63
Total for maintenance of motive power and cars,	\$27,397	36
Cost per mile of road operated, (63½ miles,)	\$433	16

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	{ \$77,386	20
Salaries, wages, and incidentals chargeable to freight department,		
Wages of switchmen, signalmen, gatekeepers, and watchmen,	1,913	00
Fuel—number of cords of wood, 437; cost,	484	38
Fuel—number of tons of coal, 13,447.03; cost, including freight,	54,927	66
Oil, waste, and tallow,	3,155	78
Rental of leased roads,	24,500	00
Taxes, county and State,	3,771	07
Insurance,	190	50
Telegraph expenses,	3,897	78
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	12,703	54
Total miscellaneous,	\$182,929	91
Amount per mile of road operated, (63½ miles,)	\$2,892	17
Total expenditures for operating the road,	279,889	94
Total charged to road and equipment,	800	87
Expenses per mile of road operated, (63½ miles,)	4,487	80

EARNINGS.

Passenger transportation, local,	}	Total,	\$92,622	47
Passenger transportation, through,				
Freight transportation, local,	}	Total,	295,028	33
Freight transportation, through,				
Mail service,			2,979	83
All other sources of income,			8,553	43
Total,			\$394,184	06
Operating Expenses.				
Maintenance of way and buildings,		\$69,562	67	
Maintenance of motive power and cars,		27,397	36	
Miscellaneous,		182,929	91	
Total operating expenses, being 71 per cent. of earnings,			279,889	94
Net earnings,			\$114,294	12
Earnings per mile of road operated, (63½ miles,)			\$6,232	16
Expenses per mile of road operated,			4,425	14
Net earnings,			\$1,807	02

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Philadelphia and Reading Railroad Company's express. The receipts are pro rated in proportion to the number of miles carried. Our company supplies the agents and agencies on our own lines.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Amount received during the year, \$2,979 83.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$958,268 09

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	2	.....	.....
Others,	1	.....	.....	.....
Total,	1	2

Statement of each Accident.

February 16, 1881. A. Woolhuff, brakeman, right hand crushed while coupling cars, at Litiz ; three fingers amputated.

June 20. Michael Shreiner, aged about 65 years, struck by engine while crossing with two-horse team, at Lancaster; left leg broken in two places, and sustained a severe shock, from the effects of which he died.

November 14. John Barnes, brakeman, bones of left forearm broken while coupling cars, at Sinking Spring.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, G. A. Nicolls, president, and John Welch, treasurer, of the Reading and Columbia Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

G. A. NICOLLS, *President.*
JOHN WELSH, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1882.
J. Y. HUMPHREY, *Notary Public.*

R E P O R T
OF THE
*River Front Railroad Company, for the year ending
December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Strickland Kneass, President,	Philadelphia, Pa.
James R. McClure, Secretary and Treasurer,	Philadelphia, Pa.
General offices at No. 233 South Fourth street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
G. B. Roberts,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
S. M. Felton,	Philadelphia, Pa.
N. P. Shortridge,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
Henry D. Welsh,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$180,000	00
Capital stock authorized by votes of company,	180,000	00
Capital stock, amount subscribed,	180,000	00
Capital stock, total amount now paid in,	180,000	00
Capital stock, number of shares issued, 3,600		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$183,205	76
The amount now of floating debt,	\$183,205	76
Total amount now of floating and funded debt,	\$183,205	76
Total cash realized from capital stock and debt,	\$363,205	76

COST.

Total cost of entire road to date, \$361,533 17

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from connection with Philadelphia and Trenton railroad, at Kensington, Philadelphia, to Callowhill street,	2.76	2.76
Length of single main track, . . . . .	.49	.49
Length of double main track,	2.27	2.27
Aggregate length of main line and branches,	2.76	2.76
Aggregate length of main line, branches, leased roads, sidings, and other track,	5.03	5.03

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of steel rail track in use, 5.03
Weight of rail per yard, steel, 88-lb. street rail.

Bridges and Trestles.

Number of bridges and trestles on whole line, 2
Wooden bridges, number of, 2; aggregate length, 208.8 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at locality? Union Passenger railway, at Cedar street and Lehigh avenue; Second and Third Streets Passenger railway, at Lehigh avenue and Richmond street; Philadelphia and Reading railroad, at Delaware avenue between Noble and Callowhill streets.

Stations.

Value of real estate held by the company, exclusive of road-way,	\$265,993 16
Value of real estate held by the company, exclusive of road-way, in Pennsylvania,	265,993 16

How is track laid, and on what foundation? Track of 88-pound street rail, laid on yellow pine stringers and ties, on a bed of gravel; paved inside of rails, and without, with granite paving blocks.

Equipment.

The Pennsylvania Railroad Company furnishes all equipment and operates this railroad, to whom you are referred for information relative thereto.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 3,600 shares	
at \$50,	\$180,000 00

STATE OF PENNSYLVANIA, }
 County of Philadelphia, } ss:

Personally appeared before me, Strickland Kneass, president, and James R. McClure, treasurer, of the River Front Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true * and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

STRICKLAND KNEASS, *President.*

JAS. R. McCLURE, *Treasurer.*

Sworn and subscribed before me, this 7th day of February, A. D. 1882.

JNO. C. SIMS, Jr., *Notary Public.*

*The Pennsylvania Railroad Company operates this line with its own equipment, and will fill all blanks relative thereto.

REPORT

OF THE

Salisbury Railroad Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
W. S. Bissell, President,	Pittsburgh.
James B. Washington, Secretary and Treasurer,	Pittsburgh.
R. J. Batzer, General Superintendent,	Meyersdale.

General offices at Pittsburgh, Pa.

Names of Directors.	Residences.
W. S. Bissell,	Pittsburgh.
A. H. Coffroth,	Somerset, Pa.
Robert Garrett,	Baltimore, Md.
S. Spencer,	Baltimore, Md.
T. M. King,	Pittsburgh.
Johns McCleave,	Pittsburgh.
J. B. Washington,	Pittsburgh.
William Baldwin,	Connellsville.
John Anspach,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$200,000	00
Capital stock, amount subscribed,	104,250	00
Capital stock, total amount now paid in,	104,250	00
Capital stock, number of shares issued,	2,083	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due A. D. 1898, bear interest at 7 per cent., which is payable January and July,) amount,	\$150,000	00
Total amount now of funded debt,	\$150,000	00
Floating Debt.		
Total amount now of floating and funded debt,	\$150,000	00
Funded debt, as per last report,	\$150,000	00
Floating debt, as per last report,	12,747	59

COST.

Total cost of entire road to date,	\$225,147	29
Average of same per mile of road laid,	\$10,723	85
Proportion of same for Pennsylvania,	10,723	85
Total cost of entire equipment,	\$10,516	20
Average cost of equipment per mile of road operated by company,	901	13
Proportion of same to Pennsylvania,	901	13
Cost of road and equipment per mile,	11,624	98
Proportion of same for Pennsylvania,	11,624	98

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Salisbury junction to West Salisbury,	8.67	8.67
Branches.		
Grassy Run branch, from Boynton mill to Salisbury Central Coal Company's mines,	Length of branch,	1½
West Salisbury branch, from West Salisbury to Salisbury Coal Company's mines,		
Tub Mill Run branch, from West Salisbury to W. J. Smith & Co.'s mines,		
Aggregate length of main line and branches,	10.92	10.92
Aggregate length of sidings and other track not above enumerated,	¾	¾
Aggregate length of main line, branches, leased roads, sidings, and other track,	11.67	11.67

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 11.67
Weight of rail per yard, iron, 48 & 50 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 5
Wooden bridges, number of, 3 ; aggregate length, 300 feet.
Wooden trestles, number of, 2 ; aggregate length, 450 feet.

Crossings.

What railroads cross your road, either over or under your grade, in this Commonwealth? Incline Plane of Keystone railroad, at Keystone.

Stations.

Number of stations on main road, passenger and freight, .	8
Number of engine-houses and shops in Pennsylvania, 1 ;	
total number entire road,	1
Number of wood and water stations on main road, . . .	2
Value of real estate held by the company, exclusive of roadway,	\$1,000 00
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	1,000 00
How is track laid, and on what foundation? Cross-ties on stone ballast.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	1	\$8,500 00
Number of second-class passenger cars, combination, leased,	1	

What kind of train-brake is in use on your road? Steam-brake on engine ; hand-brake on cars.

Average number of cars in passenger trains, including baggage cars,	1
Average number of cars in freight trains,	15
Average weight of passenger trains, including locomotive and tender, in working order,	44 tons.
Average weight of freight trains, including locomotive and tender, in working order,	380 tons.

Employees.

Average number of persons regularly employed by company, including officials,	15
Same in Pennsylvania,	15

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	5,304
Number of miles run by coal trains,	13,728
Number of passengers (all classes) carried in cars, . . .	11,433
Number of tons of freight carried one mile,	1,079,342
Number of tons of freight carried one mile, in Pennsylvania,	1,079,342
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .	123,224½
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Bituminous coal,	112,476½
Miscellaneous,	10,748½

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class way passengers, 4½ cents.

Rate per ton (of 2,000 pounds,) per mile charged for Freight.

For through freight, per ton per mile, 5.7 cents.
For through coal, per ton per mile, 1.39 cents.
For local freight, average, per ton per mile, 17 cents.
For local coal, per ton, 13 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,		\$156 00	
February, 1881,		182 90	
March, 1881,		177 05	
April, 1881,		200 20	
May, 1881,		192 40	
June, 1881,		170 20	
July, 1881,		262 00	
August, 1881,		234 20	
September, 1881,		262 70	
October, 1881,		209 05	
November, 1881,		244 95	
December, 1881,		257 45	
Total,		\$2,499 10	\$2,499 10

From Transportation of Freight.

MONTHS.	Through coal.	Local.	Total.
January, 1881,	\$928 82	\$153 80	\$1,082 12
February, 1881,	726 11	100 78	826 89
March, 1881,	833 17	257 50	1,090 67
April, 1881,	1,207 60	284 56	1,492 16
May, 1881,	673 68	250 15	923 83
June, 1881,	831 42	310 89	1,142 31
July, 1881,	936 44	252 20	1,188 64
August, 1881,	1,129 18	458 43	1,587 61
September, 1881,	1,001 75	575 86	1,577 61
October, 1881,	780 28	557 91	1,338 19
November, 1881,	1,757 37	410 65	2,168 02
December, 1881,	2,698 08	233 64	2,926 72
Total,	\$13,498 40	\$3,846 37	\$17,344 77

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,								
February, 1881,	\$77	91						
March, 1881,								
April, 1881,	79	41						
May, 1881,								
June, 1881,								
July, 1881,	79	41						
August, 1881,								
September, 1881,								
October, 1881,								
November, 1881,	99	93						
December, 1881,								
Total,	\$336	66					\$336	66

Total passenger earnings for the year,	\$2,499	10
Total freight earnings for the year,	17,344	77
Total earnings from all other sources,	336	66
Total earnings for the year,	\$20,180	53
Total receipts from all sources on whole length of line,	\$20,180	53
Proportion of earnings in Pennsylvania to earnings of whole line,	20,180	53

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$2,987	53
Land or land damages,	333	33
Any other expenditures chargeable to this account,	32	42
Total,	\$3,353	28
Proportion for Pennsylvania,	\$3,353	28

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of new rails,	\$2,459	84
New iron rails,	611	94
All other expenses for maintenance of way,	420	00
Total for maintenance of way,	\$3,491	78
Cost per mile of road kept in repair,	\$299	21
Proportion for Pennsylvania,	299	21

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$217	09
All other expenses for maintenance of motive power and cars,	76	43
Total for maintenance of motive power and cars,	\$293	52
Cost per mile of road operated,	\$25	15
Proportion for Pennsylvania,	25	15

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	{	\$2,650	08
Salaries, wages, and incidentals chargeable to freight department, . .			
Wages of switchmen, signalmen, gatekeepers, and watchmen,		395	00
Fuel—coal,		558	76
Oil, waste, and tallow,		175	36
Taxes,		1,024	76
Amount paid other corporations or individuals for use of all other cars,		556	90
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .		1,163	77
Total miscellaneous,		\$6,533	56
Amount per mile of road operated,		\$559	00
Proportion for Pennsylvania,		559	00
Total expenditures for operating the road,		10,318	88
Total charged to road and equipment,		13,672	16
Expenses per mile of road operated,		884	22

EARNINGS.

Passenger transportation, local,	{ Total,	\$2,499	10
Passenger transportation, through,			
Freight transportation, local,	{ Total,	17,344	77
Freight transportation, through,			
Mail service,		336	66
Total,		\$20,180	53
Operating Expenses.			
Maintenance of way and buildings,		\$3,491	78
Maintenance of motive power and cars,		293	52
Miscellaneous,		6,588	58
Total operating expenses, being 51.18 per cent. of earnings, . . .		10,318	88
Net earnings,		\$9,861	65
Earnings per mile of road operated,		\$1,729	26
Expenses per mile of road operated,		844	22
Net earnings,		\$845	04

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Baltimore and Ohio express.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$399 71, per annum, being \$42 75 per mile, for 9.35 miles.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued. To pay interest on bonds for 1879, (dividends not exceeding 6 per cent., to be paid on same before dividend is declared on common stock,)	\$13,167 00
Amount of common stock now outstanding,	104,250 00

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, William S. Bissell, president, and James B. Washington, treasurer, of the Salisbury Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

W. S. BISSELL, *President.*
J. B. WASHINGTON, *Treasurer.*

Sworn and subscribed before me, this 25th day of February, A. D. 1882.
JOHN S. KENNEDY, *Alderman.*

REPORT

OF THE

*Schuylkill Valley Navigation and Railroad Company,
for the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
F. B. Gowen, President,	Philadelphia.
P. C. Hollis, Secretary and Treasurer,	Philadelphia.
General offices at 407 Library street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
H. P. McKean,	Philadelphia.
John Ashhurst,	Philadelphia.
Henry Lewis,	Philadelphia.
A. Hewson,	Philadelphia.
J. B. Lippincott,	Philadelphia.
E. B. Coxe,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$576,,050	00
Capital stock, amount subscribed,	576,050	00
Capital stock, total amount now paid in,	576,050	00
Capital stock, number of shares issued,	11,521	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date, \$576,840 96

This road is leased to the Philadelphia and Reading Railroad Company. Date of lease, July 25, 1861. Term of years, nine hundred and ninety-nine years. Annual rental, \$29,450.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Port Carbon to Reevesdale,	11.0	11.0
Length of single main track,	5.7	5.7
Length of double main track,	5.3	5.3
Branches.		
Port Carbon branch, from Port Carbon, {	Length of branch, .	.2
Valley scale, to Allison's shops, {	Length of single track, .	.2
Eagle Hill branch, from Eagle Hill to {	Length of branch, .	1.34
Five Points, {	Length of single track, .	1.34
Novelty branch, from Hubner's out to {	Length of branch, .	.5
breaker, {	Length of single track, .	.5
Silver Creek branch, from New Phila- {	Length of branch, .	2.4
delphia to Silver Creek, {	Length of single track, .	2.4
Big Vein branch, from Middleport to {	Length of branch, .	1.47
colliery, {	Length of single track, .	1.47
Coal Hill branch, from Middleport to {	Length of branch, .	.2
breaker, {	Length of single track, .	.2
Brockville branch, from Brockville sta- {	Length of branch, .	.2
tion to Brockville, {	Length of single track, .	.2

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 27.49
Miles of steel rail in use, None.
Weight of rail per yard, iron, 50, 60, 64 & 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 23
Wooden bridges, number of, 2; aggregate length, 132 feet.
Stone bridges, number of, 1; aggregate length, 43 feet.
Iron bridges, number of, 1; aggregate length, 54½ feet.
Wooden trestles, number of, 19; aggregate length, 612 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 8; freight,
4; total, 12
Number of wood and water stations on main road, . . . 1
How is track laid and on what foundation? Cross-ties and cinder and coal dirt ballast.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for
what issued, None.
Amount of common stock now outstanding, \$576,050 00
Amount of stock issued as stock dividends, and dates of
issue, None.
Rate and date of all cash dividends on stock of original and consolidated
companies: Two and one half per cent., January, 1881; two and one half
per cent., July, 1881.
Number and per cent. of dividends: Two, \$28,802 50

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Franklin B. Gowen, president, and Peter C. Hollis, treasurer, of the Schuylkill Valley Navigation and Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) F. B. GOWEN, *President*.
PETER C. HOLLIS, *Treasurer*.

Sworn and subscribed before me, this 6th day of February, A. D. 1882.
J. Y. HUMPHREY, *Notary Public*.

REPORT
OF THE
Shamokin Valley and Pottsville Railroad Company,
for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George B. Roberts, President,	Philadelphia, Pa.
Stephen W. White, Secretary,	Philadelphia, Pa.
Taber Ashton, Treasurer,	Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Wistar Morris,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Jacob P. Jones,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,500,000	00
Capital stock authorized by votes of company,	869,450	00
Capital stock, amount subscribed,	869,450	00
Capital stock, total amount now paid in,	869,450	00
Capital stock, number of shares issued, 17,389		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1901, bear interest at 7 per cent., cent., which is payable January 1 and July 1,) amount,	\$2,000,000	00
Total amount now of funded debt,	\$2,000,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$6,250 00		
The amount now of floating debt,	6,250	00
Total amount now of floating and funded debt,	\$2,006,250	00
Funded debt as per last report, \$2,000,000 00		
Floating debt as per last report, 6,250 00		
Total cash realized from capital stock and debt,	\$2,875,700	00

COST.

Total cost of entire road to date of lease,	\$1,208,050	00
Cost of coal lands and improvements,	1,667,650	00
Total cost of entire property,	\$2,875,700	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sunbury to Mount Carmel,	27.80	27.80
Length of single main track,	27.80	27.80
Branches.		
Lancaster branch, from Lancaster Junction to Hickory Ridge Colliery,	Length of branch, . . .	2.83
	Length of single track, . . .	2.83
Aggregate length of main line and branches,	29.63	29.63
Aggregate length of sidings and other track not above enumerated,	16.05	16.05
Aggregate length of main line, branches, leased roads, sidings, and other track,	45.68	45.68

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail track in use, 20.02
Miles of steel rail track in use, 25.66
Weight of rail per yard, { Iron, 56, 60 & 64 lbs.
 { Steel, 60 and 64 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 36
Wooden bridges, number of, 21; aggregate length, . . . 1,392 feet.
Wooden trestles, number of, 15; aggregate length, . . . 570 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Northern Central railway, at Sunbury; Philadelphia and Erie railroad, at Sunbury.
What railroads cross your road, over or under grade, in this Commonwealth? Philadelphia and Reading railroad, at Fulton, (over.)

Stations.

Number of stations on main road : Passenger, 8 ; freight,
3 ; total, 8
Number of engine-houses and shops in Pennsylvania, 1 ;
total number entire road, 1
Number of wood and water stations on main road, 5
How is track laid and on what foundation ? Oak ties on coal-dirt ballast.

Equipment.

None.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$869,450 00
Rate and date of all cash dividends on stock of original and consolidated
companies : February 1 and August 1, 1881, three per cent. each.

Number and per cent. of dividends : Two ; three per cent. each.		
Amount paid in dividends,	\$52,167	00

The road and coal lands are leased to the Northern Central Railway
Company for nine hundred and ninety-nine years, from February 27, 1863.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, George B. Roberts, president, and Taber
Ashton, treasurer, of the Shamokin Valley and Pottsville Railroad Com-
pany, who, being duly affirmed, do declare and say that they caused the
foregoing statements to be prepared by the proper officers and agents of
this company, and having carefully examined the same, declare them to be
a true, full, and correct statement of the condition and affairs of said com-
pany, for the financial year ending December 31, A. D. 1881, according to
the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*
T. ASHTON, *Treasurer.*

Affirmed and subscribed before me, this 9th day of February, A. D. 1882.
JOHN C. SIMS, Jr., *Notary Public.*

R E P O R T
OF THE
*Shamokin Valley and Pottsville Railroad, Northern
Central Railway Company, lessee, for the year
ending December 31, 1881.*

For list of officers, capital stock, debt, and cost, see report of President and Treasurer of company.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sunbury, Pa., to Mt. Carmel, Pa., . .	27.30	27.30
Length of single main track,	27.30	27.30
Branches.		
Lancaster branch, from Lancaster switch } Length of branch, .	2.33	2.33
to Hickory Ridge colliery, } Length of single track,	2.33	2.33
Aggregate length of main line and branches,	29.63	29.63
Aggregate length of sidings and other track not above enumerated,	20.54	20.54
Aggregate length of main line, branches, leased roads, sidings, and other track,	50.17	50.17

Gauge.

What is the gauge of your lines? 4 ft. 9 inches.

Track.

Miles of iron rail in use, 24.51
Miles of steel rail in use, 25.66
Weight of rail per yard, { Iron, 56, 60, & 64 lbs.
 { Steel, 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 36
Wooden bridges, number of, 21 ; aggregate length, 1,393 feet.
Wooden trestles, number of, 15 ; aggregate length, 570 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Susquehanna division, Northern Central railway, at Sunbury ; Philadelphia and Erie railroad, at Sunbury.
What railroads cross your road, either over or under your grade, in this Commonwealth? Philadelphia and Reading railroad, (over,) near Fulton.

Stations.

Number of stations on main road: Passenger and freight,	8
Number of engine-houses and shops in Pennsylvania, 1;	
total number entire road,	1
Number of wood and water stations on main road, . . .	5
How is track laid, and on what foundation? T rails, oak cross-ties, coal-dirt ballast.	

Equipment furnished by Northern Central railway.

What kind of train-brake is in use on your road? Westinghouse air-brake.

Average number of cars in passenger trains, including baggage cars,	2.2
Average number of cars in freight trains,	41.1
Average weight of passenger trains, including locomotive and tender, in working order,	65 tons.
Average weight of freight trains, including locomotive and tender, in working order,	955 tons.

Employees.

Average number of persons regularly employed by company, including officials,	140
Same in Pennsylvania,	140

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	25,758
Number of miles run by freight and coal trains,	135,049
Number of through passengers for the year on main road,	1,947
Number of passengers (all classes) carried in cars,	120,948
Number of passengers carried one mile,	1,007,844
Number of passengers carried one mile in Pennsylvania, .	1,007,844
Number of tons of 2,000 pounds of through freight for the year on main road,	302,513
Number of tons of freight carried one mile,	35,132,510
Number of tons of freight carried one mile in Pennsylvania,	35,132,510
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,602,327
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	8,859	July, 1881,	10,423
February, 1881,	8,828	August, 1881,	11,618
March, 1881,	9,471	September, 1881,	11,542
April, 1881,	10,969	October, 1881,	8,398
May, 1881,	10,669	November, 1881,	11,907
June, 1881,	10,555	December, 1881,	8,214

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite and bituminous coal, 1,285,365	Stone and lime,	18,366
Petroleum and other oils, 686	Agricultural products,	104,910
Pig iron, 13,954	Merchandise and manufactures,	96,272
Railroad iron, 5,867	Live stock,	359
Other iron or castings, 11,488	Lumber,	49,066
Iron and other ores, 819	Other articles,	20,180

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2.579 cents.
For first-class way passengers,	2.579 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	1.335 cents.
For through coal, per ton per mile,	1.335 cents.
For local freight, per ton per mile,	1.335 cents.
For local coal, per ton per mile,	1.335 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$1,710 15
February, 1881,	1,977 31
March, 1881,	1,985 16
April, 1881,	2,134 25
May, 1881,	2,186 92
June, 1881,	2,186 78
July, 1881,	2,257 31
August, 1881,	2,464 78
September, 1881,	2,618 46
October, 1881,	1,982 75
November, 1881,	2,279 11
December, 1881,	2,257 01
Total,	\$25,989 94

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$37,584 54
February, 1881,	36,705 85
March, 1881,	40,930 67
April, 1881,	42,724 25
May, 1881,	41,153 58
June, 1881,	36,969 19
July, 1881,	35,576 46
August, 1881,	42,190 97
September, 1881,	39,621 10
October, 1881,	36,838 86
November, 1881,	38,876 68
December, 1881,	39,928 09
Total,	\$469,120 24

From all Other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881, . . .	\$93	90	\$25	34	\$132	91	\$252	15
February, 1881, . . .	93	91	28	15	42	54	159	60
March, 1881, . . .	93	91	29	68	50	00	173	59
April, 1881, . . .	93	90	33	54	16	21	143	65
May, 1881, . . .	93	91	35	28	7	00	136	19
June, 1881, . . .	93	91	40	58	30	00	164	49
July, 1881, . . .	93	90	35	90	132	91	262	71
August, 1881, . . .	93	91	35	62	..	..	129	53
September, 1881, . . .	93	91	41	24	6	00	141	15
October, 1881, . . .	93	91	44	21	20	00	158	12
November, 1881, . . .	113	14	39	09	..	..	152	53
December, 1881, . . .	97	76	54	86	5	55	158	17
Total,	\$1,149	97	\$488	49	\$443	12	\$20,031	58
Total passenger earnings for the year,							\$25,989	94
Total freight earnings for the year,							469,120	24
Total earnings from all other sources,							2,031	58
Total earnings for the year,							\$497,141	76
Total earnings from all sources on whole length of line,							\$497,141	76
Proportion of earnings in Pennsylvania, to earnings of whole line,							497,141	76

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$18,806	20
New iron rails,	1,942	60
New steel rails,	13,527	15
Repairs of bridges,	1,862	40
Repairs of buildings and fixtures,	1,396	81
All other expenses for maintenance of way,	15,046	71
Total for maintenance of way,	\$52,581	87
Cost per mile of road kept in repair,	\$1,926	08
Proportion for Pennsylvania,	52,581	87

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$27,953	40
Repairs of tools and machinery,	22	76
Repairs of passenger, baggage, and mail cars,	22	50
Repairs of freight cars,	1,170	00
All other expenses for maintenance of motive power and cars,	18,751	91
Total for maintenance of motive power and cars,	\$47,920	57
Cost per mile of road operated,	\$1,755	33
Proportion for Pennsylvania,	47,920	57

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$4,840	57
Salaries, wages, and incidentals chargeable to freight department,	80,799	11
Wages of switchmen, signalmen, gatekeepers, and watchmen,	549	90
Fuel—wood,	408	90
Fuel—coal,	21,224	85
Oil, waste, and tallow,	1,035	97
Damage for loss of goods and baggage,	34	15
Taxes,	3,238	79
Insurance,	165	00
Telegraph expenses,	3,669	63
Amount paid other corporations or individuals for use of all other cars,	19,134	98
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items,	7,933	33
Total miscellaneous,	\$92,534	68
Amount per mile of road operated,	\$3,389	55
Proportion for Pennsylvania,	92,534	68
Total expenditures for operating the road,	193,037	12
Expenses per mile of road operated,	7,070	96
Proportion for Pennsylvania,	193,037	12

EARNINGS.

Passenger transportation, local,	} Total,	\$25,989	94
Passenger transportation, through,			
Freight transportation, local,	} Total,	469,120	24
Freight transportation, through,			
Mail service,		1,149	97
Express service,		438	49
Rents and miscellaneous receipts,		443	12
Total,		\$497,141	76
Operating Expenses.			
Maintenance of way and buildings,	\$52,581	87	
Maintenance of motive power and cars,	47,920	57	
Miscellaneous,	92,534	68	
Total operating expenses, being 33.83 per cent. of earnings,		193,037	12
Net earnings,		\$304,104	64
Earnings per mile of road operated,		\$18,210	32
Expenses per mile of road operated,		7,070	96
Net earnings,		\$11,139	86

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express, at a fixed percentage of gross receipts.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None run.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation, \$42 75 per mile, dependent on amount of service performed. No contract with Post Office Department.

STOCK AND DIVIDENDS.

See report of president and treasurer of company..

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	1	3	1	3
Others,	2	. . . . .	2	. . . . .
Total,	3	3	3	3

Statement of each Accident.

- April 4, 1881. Henry Richards, brakeman; left leg and abdomen injured at weigh-scales, Shamokin; caught between cars.
- April 4. William Lewis, switch-tender; arm injured, coupling cars at Shamokin.
- April 5. Valentine Persyl, farmer; struck by engine, and killed, in attempting to cross track, at Shamokin.
- April 13. Charles H. Faust, brakeman; injured, coupling cars at Sunbury.
- May 26. George Heimback, freight conductor; fell between cars, and killed at Locust Gap.
- June 29. Unknown man, tramp; walking on track, was struck by miners' train and killed, at Fulton.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, G. B. Roberts, president, of the Northern Central Railway Company, lessee of the Shamokin Valley and Pottsville railroad, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said

company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*

Sworn and subscribed before me this 4th day of February, A. D. 1882.

JOHN C. SIMMS, JR., *Notary Public.*

STATE OF MARYLAND, }
City of Baltimore, } ss :

Personally appeared before me, J. S. Leib, treasurer, of the Northern Central Railway Company, lessee of the Shamokin Valley and Pottsville railroad, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this 3d day of February, A. D. 1882.

THOS. KELL BRADFORD, *Notary Public.*

REPORT

OF THE

Sharon Railway Company, for the year ending December 31, 1881.

OFFICERS.	
Names.	Residences.
George Boyce, President,	Sharon, Pa.
John H. Dynes, Secretary,	Cleveland, O.
Charles Hall, Treasurer,	Sharon, Pa.
Names of Directors.	
Residences.	
James F. Clark,	Cleveland, O.
Fayette Brown,	Cleveland, O.
Charles Latimer,	Cleveland, O.
Norman Hall,	Sharon, Pa.
Peter L. Kimberly,	Sharon, Pa.
Earle A. Wheeler,	Sharon, Pa.
Jonas J. Pierce,	Sharpsville, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$400,000	00
Capital stock authorized by votes of company,	400,000	00
Capital stock, amount subscribed,	335,950	00
Capital stock, total amount now paid in,	335,950	00
Capital stock, number of shares issued, 6,719		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due February 1, 1890, bear interest at 7 per cent., which is payable February 1 and August 1,) amount,	\$156,000	00	
Total amount now of funded debt,	\$156,000	00	
Floating Debt.			
Total amount now of floating and funded debt,	156,000	00	
Funded debt, as per last report,	\$156,000	00	
Total cash realized from capital stock and debt,	\$452,950	00	

COST.

Total cost of entire road to date,	\$493,339	26
Average of same per mile of road laid,	\$30,000	00
Proportion of same for Pennsylvania,	30,000	00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sharon to Sharon Junction,	9	9
Length of single main track,	9	9
Branches.		
Sharpsville, Wheatland, Sharon and } Length of branch, . .	4	4
Greenfield branch, from Sharon to } Length of single track,	4	4.
Coal Mines,		
Middlesex Extension branch, from Sha- } Length of branch, . .	5	5
ron to Middlesex,	5	5
	Length of single track,	

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use,	12
--------------------------------------	----

Miles of steel rail in use,	7
---------------------------------------	---

Weight of rail per yard,	{ Iron,	56 pounds.
	{ Steel,	55 pounds.

Bridges and Trestles.

Wooden bridges, number of, 6 ; aggregate length, 420 feet.
Wooden trestles, aggregate length, 1,500 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None-
What railroads cross your road, either over or under your grade, in this Commonwealth? Erie and Pittsburgh railroad, at Sharon, (over.)

Stations.

Number of stations on main road, passenger and freight, . 3
Number of stations on branches, passenger and freight, . 3
Number of wood and water stations on main road, . . . 1
Number of wood and water stations on branches, . . . 1
Value of real estate held by the company, exclusive of road-
way, in Pennsylvania, \$26,500 00
How is track laid, and on what foundation? On cross-ties, gravel and cinder ballast.

Equipment.

Road not equipped.
This road is leased to New York, Pennsylvania and Ohio Railroad Company ; reference is made to their report for further information.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, . . . \$335,950 00
Amount of stock issued as stock dividends, and dates of
issue, None.
Rate and date of all cash dividends on stock of original and consolidated companies : March 1, 1¼ per cent. ; June 1, 1¼ per cent. ; September 1, 1¼ per cent. ; December 1, 1¼ per cent.

Number and per cent. of dividends: Four of 1¼.		
Amount paid in dividends,	\$21,196	87

STATE OF PENNSYLVANIA, }
County of Mercer, } ss :

. Personally appeared before me, George Boyce, president, and Charles Hall, treasurer, of the Sharon Railway, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.
(Signed) GEORGE BOYCE, *President.*
CHARLES HALL, *Treasurer.*
Sworn and subscribed before me, this 24th day of January, A. D. 1882.
JOHN H. ELLIOTT, *Notary Public.*

R E P O R T
OF THE
*Sharpsville Railroad Company, for the year ending
December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Walter Pierce, President,	Sharpsville, Pa.
David Agnew, Secretary and Treasurer,	Sharpsville, Pa.
J. M. Goodwin, Chief Engineer,	Sharpsville, Pa.
Walter Pierce, General Manager,	Sharpsville, Pa.
General offices at Sharpsville, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Joseph Forker,	Sharon, Pa.
John Phillips,	Sharon, Pa.
B. H. Henderson,	Sharon, Pa.
Wallace Pierce,	Sharpsville, Pa.
Frank Pierce,	Sharpsville, Pa.
H. C. Blossom,	Cleveland, Ohio.

CAPITAL STOCK.

Capital stock authorized by law,	\$350,000	00
Capital stock authorized by votes of company,	350,000	00
Capital stock, amount subscribed,	350,000	00
Capital stock, total amount now paid in,	317,465	00
Capital stock, number of shares issued, 6,277		
Capital stock, amount paid in on each share:		
\$50 on 6,277 shares,	313,850	00
\$5 on 723 shares,	3,615	00

DEBT.

Funded Debt.		
First mortgage bonds, (due October 14, 1886, bear interest at 6 per cent., which is payable semi-annually,) amount.	\$30,000	00
Total amount now of funded debt,	\$30,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Running expenses, \$6,769 56		
The amount now of floating debt,	6,769	56
Total amount now of floating and funded debt,	\$36,769	56
Floating debt as per last report, \$5,618 47		
Total cash realized from capital stock and debt,	\$384,234	56

COST.

* Total cost of entire road to date: Say for 18 miles finished and operated, and owned by the company,	\$292,319	55
Average of same per mile of road laid,	\$16,239	97
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	\$25,000	00
Average cost of equipment per mile of road operated by company, . .	1,388	88
Proportion of same to Pennsylvania, All.		
Cost of road and equipment per mile,	17,628	85
Proportion of same for Pennsylvania, All.		

* To the cost of the finished portion of the road, \$292,319 55, add the amount expended during the year on the extension of the road to connect with the New Castle and Oil City railroad, \$67,374 81, making the entire expenditure \$359,694 36.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sharpsville to Carbon, Pa.,	10	10
Length of single main track,	10	10
Branches.		
Oakland branch, from Oakland, Pa., to {	Length of branch, .	.51
Oakland switch, {	Length of single track, .	.51
Home branch, from Home switch to {	Length of branch, .	.62
Home coal shaft, {	Length of single track, .	.40
	Length of double track, .	.22
Pierce Frampton branch, from Oakland {	Length of branch, .	1.16
switch to Pierce Frampton shaft, . {	Length of single track, .	.88
	Length of double track, .	.28
Neshannock branch, from Neshannock {	Length of branch, .	1.75
switch to Phillips' coal shaft, {	Length of single track, .	1.55
	Length of double track, .	.20
Snyder branch, from Snyder switch to {	Length of branch, .	1.30
Snyder coal shaft, {	Length of single track, .	1.10
	Length of double track, .	.20
Hickory branch, from Hickory switch {	Length of branch, .	.25
to Hickory coal shaft, {	Length of single track, .	.10
	Length of double track, .	.15
Bethel branch, from Bethel switch to {	Length of branch, . . .	.30
Bethel coal shaft, {	Length of single track, .	.10
	Length of double track, .	.15
Carbon branch, from Lusk's switch to {	Length of branch, .	.41
Carbon coal bank, {	Length of single track, .	.13
	Length of double track, .	.28
Gilkey Run branch, from Gilkey Run {	Length of branch, . . .	1.36
to Pierce coal shaft, {	Length of single track, .	1.36
Aggregate length of main line and branches, owned by the com- pany,	13.66	
Aggregate length of leased roads. Not leased but used by this company. Owned by coal companies,	4.00	
Aggregate length of sidings and other track not above enumer- ated, owned by this company,	4.33	
Aggregate length of main line, branches, sidings, and other track,	21.99	21.99

Length of main track owned by this company,	10.00	
Sidings owned by this company,	7.99	
Owned by coal companies,	4.00	
Miles,	21.99	

Four miles of the above branches are owned by coal companies, but used by this company in its operations. The Home and the Carbon switches have been discontinued.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, counting each rail, 44
Weight of rail per yard, iron, 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 7
Wooden bridges, number of, 3; aggregate length, 90 feet.
Iron bridges, number of, 1; aggregate length, 40 feet.
Wooden trestles, number of, 3; aggregate length, 220 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Erie and Pittsburgh railroad, at Sharpsville, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Freight, 1
Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Number of wood and water stations on main road, 2
Value of real estate held by the company, exclusive of road-
way, \$7,000 00
Value of real estate held by the company, exclusive of road-
way, in Pennsylvania, All.
How is track laid and on what foundation? Partly on earth and part on
furnace cinder. Wooden cross-ties.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	1	{ \$6,250 00
Number of locomotives of more than 20 tons weight,	3	
Nnnumber of freight cars, trucks,	6	
Number of coal, ore, and stone cars, none. Shippers furnish cars.		
Number of caboose cars, not owned by the company,	1	

What kind of train-brake is in use on your road? Common upright brake.

Average number of cars in freight trains, 15

Average weight of freight trains, including locomotive and tender, in working order, estimated, 245 tons.

Employees.

Average number of persons regularly employed by company, including officials, 38

Same in Pennsylvania, All.

DOINGS OF THE YEAR.

Transportation and Total miles run.

Gross amount of tonnage for the year, (2,000 pounds per ton,) 169,357

Average rate of speed adopted by freight trains, including stops, (miles per hour,) 12

Since the 1st of May we have a caboose attached to freight train for the accommodation of persons living along the road, but have kept no account of the number of the few passengers carried.

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal, 169,257

Merchandise and manufactures, estimated, 100 tons.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through coal, per ton per mile, 3 cents.

For local coal, per ton per mile, average, 3½ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,
February, 1881,	\$35 00	\$35 00
March, 1881,
April, 1881,
May, 1881,	22 85	22 85
June, 1881,	28 25	28 25
July, 1881,	65 95	65 95
August, 1881,	21 80	21 80
September, 1881,	19 55	19 55
October, 1881,	20 80	20 80
November, 1881,	18 10	18 10
December, 1881,	28 10	28 10
Total,	\$254 90

From Transportation of Freight.

MONTHS.	Through.	Coal.	Total.
January, 1881,	\$3,061 12	. . . . .
February, 1881,	2,746 88	. . . . .
March, 1881,	3,478 40	. . . . .
April, 1881,	3,947 56	. . . . .
May, 1881,	4,438 49	. . . . .
June, 1881,	3,939 59	. . . . .
July, 1881,	4,096 04	. . . . .
August, 1881,	3,060 24	. . . . .
September, 1881,	3,123 01	. . . . .
October, 1881,	3,483 25	. . . . .
November, 1881,	3,766 23	. . . . .
December, 1881,	3,872 38	. . . . .
Total,	\$42,513 19	\$42,513 19

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	\$621 50	. . . . .
February, 1881,	709 65	. . . . .
March, 1881,	764 87	. . . . .
April, 1881,	856 26	. . . . .
May, 1881,	749 35	. . . . .
June, 1881,	881 25	. . . . .
July, 1881,	972 05	. . . . .
August, 1881,	1,039 00	. . . . .
September, 1881,	799 00	. . . . .
October, 1881,	600 55	. . . . .
November, 1881,	781 75	. . . . .
December, 1881,	968 42	. . . . .
Total,	\$9,643 65	\$9,643 65

Total passenger earnings for the year,	\$254 90
Total freight earnings for the year,	42,513 19
Total earnings from all other sources,	9,643 65
Total earnings for the year,	\$52,411 74
Total receipts from all sources on whole length of line,	\$52,411 74
Proportion of earnings in Pennsylvania to earnings of whole line: All.	

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$61,684 88
Land or land damages,	4,791 07
Engine-houses, car sheds, wood and coal sheds, and water tanks,	189 30
New freight cars, number of, 3,	709 56
Total,	\$67,374 81
Proportion for Pennsylvania, All.	

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$8,430	46
Total for maintenance of way,	\$8,430	46
Cost per mile of road kept in repair,	\$383	20
Proportion for Pennsylvania, All.		

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$3,469	04
Repairs of machinery,	420	91
Repairs of freight cars,	770	57
All other expenses for maintenance of motive power and cars,	622	23
Total for maintenance of motive power and cars,	\$5,282	75
Cost per mile of road operated,	\$241	26
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to freight department,	\$8,332	79
Wages of switchmen, signalmen, gatekeepers, and watchmen,	846	19
Fuel—number cords of wood, 70; cost, \$116 00,	3,087	63
Fuel—number tons of coal, 1,230 tons 11 cwt.; cost, \$2,971 63,		
Oil and waste,	443	85
Damages for injuries to persons,	30	15
Damages for cattle killed or injured,	12	00
Taxes,	984	72
Insurance,	167	20
Amount paid other corporations or individuals for use of all other cars,	37	40
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	2,287	22
Total miscellaneous,	\$16,229	15
Amount per mile of road operated,	\$737	69
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	29,942	36
Expenses per mile of road operated,	1,361	01
Expenses per mile of single track operated, not including sidings,	1,713	72
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local,	\$254	90
Freight transportation, local,	42,513	19
Rents,	134	89
All other sources of income,	9,499	62
Total,	\$52,402	60
Operating Expenses.		
Maintenance of way and buildings,	\$8,430	46
Maintenance of motive power and cars,	5,282	75
Miscellaneous,	16,229	15
Total operating expenses, being 57.14 per cent. of earnings,	29,942	36
Net earnings,	\$22,460	29
Earnings per mile of road operated,	\$2,381	92
Expenses per mile of road operated,	1,361	01
Net earnings,	\$1,020	91

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? None.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and, if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding, None.
Amount of stock issued as stock dividends, and dates of issue: None during the year 1881.
Rate and date of all cash dividends on stock of original and consolidated companies: January 20, 1881, cash dividend, 3 per cent., \$9,415 50

Number and per cent. of dividends: One, three per cent.			
Amount paid in dividends,	\$9,415 50		
Paid to sinking fund,	7,576 95	\$16,992	45
Balance for the year or surplus,	\$5,467 79		
Surplus at commencement of the year,	9,400 28		
Total surplus,		14,868	07
Surplus invested as follows:			
Cash and loans,	\$5,894 29		
Balance of accounts due company,	2,892 71		
Material, fuel, and stores,	3,511 30		
Other items,	2,569 77	\$14,868	07

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,	1			1	1	1
Others,						
Total,	1			1	1	1

Statement of each Accident.

January 11, 1881. Edward Neville, had a hand injured coupling cars at Sharpsville. He was an employ  of the company ; damage not serious.

August 11, 1881. Samuel Montgomery, an employ  of the company, was killed on the road about two miles east of Sharpsville, by the train running off the track.

STATE OF PENNSYLVANIA, } ss :
County of Mercer, }

Personally appeared before me, Walter Pierce, president, and David Agnew, treasurer, of the Sharpsville Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) WALTER PIERCE, *President.*
DAVID AGNEW, *Treasurer.*

Sworn and subscribed before me, this 9th day of March, A. D. 1882.
P. J. BARTLESON, *Notary Public.*

REPORT

OF THE

Shenango and Allegheny Railroad Company, for the year ending November 30, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
A. H. Steele, President,	Titusville, Pa.
Thomas H. Wells, Vice President,	Youngstown, O.
John H. Beatty, Secretary,	Greenville, Pa.
I. D. Stinson, Treasurer,	Greenville, Pa.
James T. Blair, General Superintendent,	Greenville, Pa.

General offices at Greenville, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
A. H. Steele,	Titusville, Pa.
Thomas P. Fowler,	New York City.
Paul Hick,	Youngstown, O.
James T. Blair,	Greenville, Pa.
F. H. Oliphant, junior,	Wampum, Pa.
William Achre,	Greenville, Pa.
James Sheakley,	Greenville, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$200,000	00
Capital stock authorized by votes of company,	200,000	00
Capital stock, amount subscribed,	200,000	00
Capital stock, total amount now paid in,	200,000	00
Capital stock, number of shares issued, 4,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1889, \$1,000,000; July 1, 1907, \$200,000, bear interest at 7 per cent., which is payable April 1 and October 1, January 1 and July 1,) amount,	\$1,200,000	00
Total amount now of funded debt,	\$1,200,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$27,684	00
Interest on bonds,	180,760	00
Debt incurred for any other purpose, and for what: Supplies, wages, money borrowed, &c.,	78,132	48
The amount now of floating debt,	281,576	48
Total amount now of floating and funded debt,	\$1,481,576	48
Funded as per last report,	\$1,165,000	00
Floating debt as per last report,	148,398	74

COST.

Total cost of entire road to date,	\$1,068,679	16
Average of same per mile of road laid,	\$22,217	94
Proportion of same for Pennsylvania,	22,217	94
Total cost of entire equipment,	\$174,252	01
Average cost of equipment per mile of road operated by company,	3,555	75
Proportion of same to Pennsylvania,	3,555	75
Cost of road and equipment per mile,	25,773	69
Proportion of same for Pennsylvania,	25,773	69

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Shenango to Hilliard,	46	46
Length of single main track,	46	46
Branches.		
Coalville branch, from Coalville junction to Coalville,	3	3
Length of branch,	3	3
Length of single track,		
Aggregate length of main line and branches,	49	49
Aggregate length of sidings and other track not above enumerated,	9	9
Aggregate length of main line, branches, leased roads, sidings, and other track,	58	58

Gauge.

What is the gauge of your lines? 4 feet 9½ inches.

Track.

Weight of rail per yard, { Iron, 50, 56, 60, 64 & 68 lbs.
Steel, 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 27
Wooden bridges, number of, 24; aggregate length, . . . 1,000 feet.
Wooden trestles, number of, 3; aggregate length, . . . 705 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? New York, Pennsylvania and Ohio railroad, at Shenango, Mercer county; New Castle and Oil City railroad, at Mercer, Mercer county.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger and freight, 13
Number of stations on branches: Passenger and freight, . 1
Number of engine-houses and shops in Pennsylvania, 3;
total number entire road, . 3
Number of wood and water stations on main road, . . . 4
Number of wood and water stations on branches, . . . None.
Value of real estate held by the company, exclusive of road-
way, \$25,000 00
Value of real estate held by the company, exclusive of road-
ways in Pennsylvania, 25,000 00
Number of tunnels, None.

How is track laid, and on what foundation? Track laid with cross-ties on gravel, and coal slack ballast.

Equipment.	Number.	Average cost of each.	
Number of locomotives of more than 30 tons weight,	4	\$7,864	48
Number of locomotives of more than 20 tons weight,	2	7,864	48
Number of first-class passenger cars,	1	5,000	00
Number of baggage, mail, and express cars,	2	2,828	23
Number of freight cars, { House cars, . . . 6 } Trucks, . . . 4 }	10	549	00
Number of coal, ore, and stone cars,	199	549	00
Number of caboose cars,	8	549	00

What kind of train-brake is in use on your road? Hand-brakes on all cars and locomotives.

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	17
Average weight of passenger trains, including locomotive and tender, in working order,	70 tons.
Average weight of freight trains, including locomotive and tender, in working order,	256 tons.

Employees.

Average number of persons regularly employed by company, including officials,	125
Same in Pennsylvania,	125

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	No record kept.
Number of miles run by freight trains,	No record kept.
Number of miles run by coal trains,	No record kept.
Number of passengers (all classes) carried in cars,	37,249
Number of passengers carried one mile,	589,512
Number of passengers carried one mile in Pennsylvania,	589,512
Number of tons of freight carried one mile,	7,195,566
Number of tons of freight carried one mile in Pennsylvania,	7,195,566
Gross amount of tonnage for the year, (2,000 pounds per ton,)	242,930
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour :) No express trains.	
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

December, 1880,	2,298	June, 1881,	2,734
January, 1881,	2,179	July, 1881,	3,361
February, 1881,	2,697	August, 1881,	4,470
March, 1881,	2,897	September, 1881,	4,831
April, 1881,	2,203	October, 1881,	2,963
May, 1881,	2,755	November, 1881,	2,861

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	205,742	Live stock,	68
Other iron or castings,	564	Lumber,	19,486
Iron and other ores,	3,400	Other articles,	2,299
Stone and lime,	4,942		
Agricultural products,	2,568	Total,	242,930
Merchandise and manufactures,	3,861		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class way passengers,	3.49 cents.
---------------------------------	-------------

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For local freight, per ton per mile, 1.622 cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
December, 1880,	\$1,417	95	\$1,417	95
January, 1881,	1,357	60	1,357	60
February, 1881,	1,386	65	1,386	65
March, 1881,	1,787	10	1,787	10
April, 1881,	1,677	38	1,677	38
May, 1881,	1,528	65	1,528	65
June, 1881,	1,518	15	1,518	15
July, 1881,	1,859	78	1,859	78
August, 1881,	2,338	86	2,338	86
September, 1881,	2,333	17	2,333	17
October, 1881,	1,712	52	1,712	52
November, 1881,	1,651	48	1,651	48
Total,	\$20,569	29	\$20,569	29

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1880,	\$9,699	49	\$9,699	49
January, 1881,	8,457	65	8,457	65
February, 1881,	8,265	97	8,265	97
March, 1881,	8,805	81	8,805	81
April, 1881,	10,166	48	10,166	48
May, 1881,	8,850	99	8,850	99
June, 1881,	9,651	99	9,651	99
July, 1881,	9,588	71	9,588	71
August, 1881,	10,102	58	10,102	58
September, 1881,	9,596	06	9,596	06
October, 1881,	12,053	47	12,053	47
November, 1881,	11,451	97	11,451	97
Total,	\$116,691	17	\$116,691	17

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
December, 1880,	\$171	91	\$67	08	\$108	83	\$347	27
January, 1881,	171	91	32	79	150	00	354	70
February, 1881,	171	91	24	84	.	.	196	75
March, 1881,	171	91	27	88	.	.	199	24
April, 1881,	171	91	31	20	.	.	203	11
May, 1881,	171	91	45	60	.	.	217	51
June, 1881,	171	91	45	52	.	.	217	43
July, 1881,	171	91	42	79	108	00	317	70
August, 1881,	178	57	35	48	100	00	314	05
September, 1881,	175	24	39	91	102	00	317	15
October, 1881,	175	24	36	90	108	00	320	14
November, 1881,	175	24	50	87	201	67	427	78
Total,	\$2,079	57	\$480	26	\$873	00	\$3,432	83

Total passenger earnings for the year,	\$20,569	29
Total freight earnings for the year,	116,691	17
Total earnings from all other sources,	3,432	83
Total earnings for the year,	\$140,693	29
Total receipts from all sources on whole length of line,	\$140,693	29
Proportion of earnings in Pennsylvania to earnings of whole line,	140,693	29

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$13,895	35
Land or land damages,	380	53
Passenger and freight-houses,	1,354	41
New freight cars, number of, 50,	21,292	00
New machine shops, machinery, and tools,	370	94
Total,	\$37,293	23
Proportion for Pennsylvania,	\$37,293	23

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$21,902	97
New steel rails, number of tons, 169,	7,390	50
Repairs of bridges, taken from repairs of road by estimate,	1,500	00
Repairs of buildings and fixtures,	1,712	98
Repairs of fences,	36	50
Total for maintenance of way,	\$32,542	95
Cost per mile of road kept in repair,	\$664	14
Proportion for Pennsylvania,	664	14

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives, divided by estimate,	\$8,693	02
Repairs of machinery, divided by estimate,	1,300	00
Repairs of passenger, baggage, and mail cars, divided by estimate,	1,500	00
Repairs of freight cars, divided by estimate,	5,960	96
Total for maintenance of motive power and cars,	\$17,453	98
Cost per mile of road operated,	\$356	20
Proportion for Pennsylvania,	356	20

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	\$8,412	84
Salaries, wages, and incidentals chargeable to freight department, . .	16,825	68
Wages of switchmen, signalmen, gatekeepers, and watchmen,	8,882	12
Fuel—number cords of wood, 226½ ; cost, \$2 per cord,	452	57
Fuel—number of tons of coal, 4,441 ; cost, \$1 80 per ton,	5,773	89
Oil and waste,	1,155	85
Damage for loss of goods and baggage,	124	55
Damages to property, including damages by fire,	53	00
Taxes,	901	20
Insurance,	783	49
Telegraph expenses,	1,916	06
Amount paid other corporations or individuals for use of all other cars,	4,813	99
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .	7,601	57
Total miscellaneous,	\$52,596	81
Amount per mile of road operated,	\$1,073	40
Proportion for Pennsylvania,	1,073	40
Total expenditures for operating the road,	102,593	74
Total charged to road and equipment,	37,293	23
Expenses per mile of road operated,	2,411	84
Expenses per mile of single track operated, not including sidings, .	2,854	84

EARNINGS.

Passenger transportation, local,	} Total,	\$20,569	29
Passenger transportation, through,			
Freight transportation, local,	} Total,	116,691	17
Freight transportation, through,			
Mail service,		2,079	57
Express service,		480	26
Rents,		873	00
Total,		\$140,693	29
Operating Expenses.			
Maintenance of way and buildings,	\$32,542	95	
Maintenance of motive power and cars,	17,453	98	
Miscellaneous,	52,596	81	
Total operating expenses, being 72.92 per cent. of earnings, . . .		102,593	74
Net earnings,		\$38,099	55
Deficit, after taking into account: Interest on bonds, \$82,794 98; in- terest and exchange, \$2,279 18,		\$46,954	61
Earnings per mile of road operated,		\$2,871	29
Expenses per mile of road operated,		2,093	75
Net earnings,		\$777	54

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? United States Express Company, twenty cents per one hundred pounds.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No sleeping cars.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$2,102 84 per year.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding, \$200,000 00
Amount of stock issued as stock dividends, and dates of issue, None.
Rate and date of all cash dividends on stock of original and consolidated companies: None for year 1880.

STATE OF PENNSYLVANIA, }
County of Mercer, } ss :

Personally appeared before me, A. H. Steele, president, and I. D. Stinson, treasurer, of the Shenango and Allegheny Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed) A. H. STEELE, *President.*
I. D. STINSON, *Treasurer.*

Sworn and subscribed before me, this 28th day of February, A. D. 1882.
RALPH MAXWELL, *Notary Public.*

R E P O R T

OF THE

Slate Ridge and Delta Railway Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Foulk Jones, President,	Slate Hill, Pa.
John Macomber, Secretary,	Delta, Pa.
S. G. Boyd, Treasurer,	Baltimore, Md.
Horace Keesey, General Solicitor,	York, Pa.
E. B. Pleasant, Chief Engineer,	Baltimore, Md.
General offices at Slate Hill, York county, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
John Macomber,	Delta, Pa.
Robert S. Parke,	Delta, Pa.
Edgar Mobly,	Bryansville, Pa.
John S. Murphy,	Woodbine, Pa.
John S. McElwain,	Fawn Grove, Pa.
H. W. Ramsay,	Delta, Pa.
W. J. McCurdy,	Slate Hill, Pa.
S. G. Boyd,	Baltimore, Md.
A. C. McCurdy,	Fawn Grove, Pa.
Asa Jones,	Fawn Grove, Pa.

CAPITAL STOCK.

Capital stock required by law,	\$2,000	00
Capital stock authorized by votes of company,	5,000	00
Capital stock, amount subscribed,	4,500	00
Capital stock, total amount now paid in,	2,700	00
Capital stock, number of shares issued, 50		
Capital stock, amount paid in on each share,	30	00
Capital stock, par value of each share,	50	00

DEBT.

No mortgage or funded debt. No floating debt.
Total cash realized from capital stock, \$2,700 00

COST.

Total cost of entire road to date,	\$2,700	00
Average of same per mile of road,	\$2,700	00
Proportion of same for Pennsylvania, All in Pennsylvania.		

The Slate Ridge and Delta Railway Company was organized in the year 1879, under an act of the Legislature of Pennsylvania, approved the 4th day of April, 1868, and the supplements thereto, to construct a railroad of three feet gauge, to form a connecting link between the Peach Bottom railway and the Baltimore and Delta railway, at Delta, Pennsylvania.

The road is one mile in length; the grading and masonry is completed, and a portion of the track has been laid.

STATE OF PENNSYLVANIA, }
County of York, } ss :

Personally appeared before me, Foulk Jones, president, and S. G. Boyd, treasurer, of the Slate Ridge and Delta Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) FOULK JONES, *President.*
S. G. BOYD, *Treasurer.*

Sworn and subscribed before me, this 9th day of January, A. D. 1882.
J. T. CRAWFORD, *Justice of the Peace.*

REPORT
OF THE
*Somerset and Cambria Railroad Company, for the
year ending September 30, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. B. Washington, President,	Pittsburgh.
Welty McCullogh, Secretary,	Pittsburgh.
W. H. Ijams, Treasurer,	Baltimore.
J. L. Randolph, Chief Engineer,	Martinsburg.
Thomas M. King, General Superintendent,	Pittsburgh.

General offices at Pittsburgh.

<i>Names of Directors.</i>	<i>Residences.</i>
Daniel J. Morrell,	Johnstown.
Robert Garrett,	Baltimore.
J. G. Harvey,	Baltimore.
Welty McCullogh,	Pittsburgh.
C. C. Musselman,	Somerset, Pa.
W. H. Koontz,	Somerset, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$800,000	00
Capital stock authorized by votes of company,	800,000	00
Capital stock, amount subscribed,	500,000	00
Capital stock, number of shares issued, 10,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, amount,	\$75,000	00
Traffic bonds, (bear interest at 6 per cent., which is payable in freight,) amount,	400,000	00
Total amount now of funded debt,	\$475,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$108,766 16		
The amount now of floating debt,	108,766	16
Total amount now of floating and funded debt,	\$578,766	16
Floating debt as per last report, \$75,000 00		
Total cash realized from capital stock and debt,	\$1,078,766	16

COST.

Total cost of entire road to date, from Somerset to Johnstown, (road from Rockwood to Somerset constructed by M. Pt. & S. R. R., no data for cost,)	\$1,078,766	16
Average of same per mile of road laid, (35.9,)	\$30,049	19
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	\$14,400	00
Cost of road and equipment per mile, (35.9 constructed by S. & C.,)	30,049	19
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Rockwood to Johnstown,	45.1	45.1
Length of single main line,	45.1	45.1
Aggregate length of main line and branches,	45.1	45.1
Aggregate length of sidings and other track not above enumerated,	2.7	2.7
Aggregate length of main line, branches, leased roads, sidings, and other track,	47.8	47.8

Gauge.

What is the gauge of your lines ? 4 ft. 8 $\frac{3}{4}$ inches.

Track.

Miles of iron rail in use, 9.7
Miles of steel rail in use, 38.1
Weight of rail per yard, { Iron, 72 and 45 lbs.
 Steel, 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 23
Wooden bridges, None.
Stone bridges, None.
Iron bridges, number of, 23 ; aggregate length, 2,108 feet.

Stations.

Number of stations on main road : Passenger and freight, 20
How is track laid, and on what foundation ? On cross-ties, imbedded in broken stone.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	1	\$9,500 00
Number of second-class passenger cars,	1	8,200 00
Number of baggage, mail, and express cars,	1	800 00
Number of freight cars: House cars and trucks,	2	450 00

What kind of train-brake is in use on your road? Loughridge air-brake.
Hand-brake on freight trains.

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	40
Average weight of passenger trains, including locomotive and tender, in working order,	100 tons.
Average weight of freight trains, including locomotive and tender, in working order,	950 tons.

Employees.

Average number of persons regularly employed by company, including officials,	235
Same in Pennsylvania,	235

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains: Included in P. and C. R. R. report.	
Number of miles run by freight trains: Included in P. and C. R. R. report.	
Number of passengers (all classes) carried in cars,	44,392
Number of passengers carried one mile,	608,295
Number of passengers carried one mile in Pennsylvania, .	608,295

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1880,	1,262	April, 1881,	1,276
November, 1880,	1,583	May, 1881,	2,027
December, 1880,	1,357	June, 1881,	5,373
January, 1881,	1,025	July, 1881,	9,173
February, 1881,	732	August, 1881,	11,841
March, 1881,	920	September, 1881,	7,873

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	1,970 ³ / ₈	Stone and lime,	2,897 ¹ / ₈
Petroleum and other oils,	66 ¹ / ₈	Agricultural products,	439 ¹ / ₈
Pig iron,	181 ¹ / ₈	Live stock,	1
Railroad iron,	5,804 ³ / ₈	Lumber,	4,611 ¹ / ₈
Other iron or castings,	2,115 ¹ / ₈	Other articles,	19,130 ¹ / ₈
Iron and other ores,	77,214 ¹ / ₈	Coke,	105 ¹ / ₈

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2½ cents.
For first-class way passengers,	3 cents.
For second-class through passengers,	1½ cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile, . . . . .	.9 cents.
For through coal, per ton per mile, . . . . .	.7 cents.
For local freight, per ton per mile,	2.5 cents.
For local coal, per ton per mile,	1.5 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
October, 1880, . . . . .	. . . . .	. . . . .	\$548	85	\$548	85
November, 1880, . . . . .	. . . . .	. . . . .	582	24	582	24
December, 1880,	\$6	25	427	05	433	30
January, 1881,	8	50	438	00	441	50
February, 1881,	24	50	810	05	334	55
March, 1881,	17	83	894	80	411	68
April, 1881, . . . . .	. . . . .	78	537	01	537	79
May, 1881,	1	00	877	15	878	15
June, 1881,	11	85	2,445	47	2,457	82
July, 1881,	11	60	4,280	00	4,291	60
August, 1881,	7	01	3,986	81	3,998	82
September, 1881,	11	61	3,095	85	3,107	46
Total,	\$95	43	\$17,922	28	\$18,017	71

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
October, 1880,	\$459	22
November, 1880,	847	87
December, 1880,	840	80
January, 1881,	1,147	41
February, 1881,	1,845	68
March, 1881,	4,917	67
April, 1881,	2,837	66
May, 1881,	4,090	12
June, 1881,	4,614	57
July, 1881,	3,389	47
August, 1881,	3,669	77
September, 1881,	4,543	94
Total,	\$32,204	18

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1880,			\$91	73			\$91	73
November, 1880,			57	86			57	86
December, 1880,	\$526	90	89	24			616	14
January, 1881,			62	31			62	31
February, 1881,	7	50	25	65			33	15
March, 1881,			29	18			29	15
April, 1881,			56	76			56	76
May, 1881,	5	00	65	00	\$126	50	196	50
June, 1881,			148	81	136	50	280	31
July, 1881,			342	47			342	47
August, 1881,			*340	00			340	00
September, 1881,	210	76	*360	00	24	18	594	94
Total,	\$750	16	\$1,664	01	\$287	18	\$2,701	35
Total passenger earnings for the year,							\$18,017	71
Total freight earnings for the year,							32,204	18
Total earnings from all other sources,							2,701	35
Total earnings for the year,							\$52,923	24
Total receipts from all sources on whole length of line,							\$52,923	24
Proportion of earnings in Pennsylvania to earnings of whole line: All.								

EXPENDITURES CHARGED TO COST OF ROAD, REAL ESTATE, AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$806,593	82
Land or land damages,	4,272	50
Passenger and freight-houses,	1,815	87
Engine-houses, car sheds, wood and coal sheds, and water tanks: Included in cost of maintenance of way.		
New machine shops, machinery, and tools: Included in cost of motive power.		
Total,	\$872,682	19
Proportion for Pennsylvania, All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

[Road operated five months 9.2 miles, balance of year full length, 45.1.]

Repairs of roads, exclusive of bridges and new rails,	\$12,573	58
Repairs of bridges,	297	35
Repairs of buildings and fixtures,	186	15
Repairs of fences,	15	37
All other expenses for maintenance of way,	709	23
Total for maintenance of way,	\$13,781	68
Proportion for Pennsylvania, All.		

* Approximated.

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$1,295	67
Repairs of passenger, baggage, and mail cars,	1,011	99
Repairs of freight cars,	997	70
All other expenses for maintenance of motive power and cars,	1,497	71
Total for maintenance of motive power and cars,	\$4,803	07
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$1,936	59
Salaries, wages, and incidentals chargeable to freight department,	6,163	53
Wages of switchmen, signalmen, gatekeepers, and watchmen, and depot labor,	439	95
Fuel—wood, { and cost of preparing,	2,418	17
Fuel—coal, {	833	49
Oil, waste, and tallow,	347	73
Damages for injuries to persons,		
Damages for cattle killed or injured,		
Damage for loss of goods and baggage,		
Damages to property, including damages by fire, stationery, printing, and advertising,	249	95
Taxes,	283	86
Agents and clerks,	497	34
Telegraph expenses, operators, and repairs,	1,812	95
Amount paid for use of palace and sleeping cars, None used.		
Amount paid other corporations or individuals for use of all other cars: Included in repairs and use of cars.		
General salaries, office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	1,372	42
Total miscellaneous,	\$16,355	98
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	\$34,940	73
Total charged to road and equipment,	872,682	19

EARNINGS.

Passenger transportation, local, \$17,922 28	} Total,	\$18,017	71
Passenger transportation, through, 95 43			
Freight transportation, local,	} Total,	32,204	18
Freight transportation, through,			
Mail service,		750	16
Express service,		1,664	01
Rents,		287	18
Total,		\$52,923	24
Operating Expenses.			
Maintenance of way and buildings, \$13,781 68			
Maintenance of motive power and cars, 4,803 07			
Miscellaneous, 16,355 98			
Total operating expenses, being 66.2 per cent. of earnings,		34,940	73
Net earnings,		\$17,982	51

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Baltimore and Ohio express. We get a percentage of business or revenue.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Compensation allowed by postal laws.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$500,000 00

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Employés,	1	1	. . . . .	. . . . .	1	1
Others, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Total,	1	1	. . . . .	. . . . .	1	1

Statement of each Accident.

February 22, 1881. O. T. Husbands, brakeman, coupling cars at Somerset; two fingers of right hand crushed.

June 5, 1881. William Galbreath, conductor, instantly killed at Fern-dale; engine going over an embankment.

STATE OF MARYLAND, }
City of Baltimore, } ss:

Personally appeared before me, William H. Ijams, treasurer of the Somerset and Cambria Railroad Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1881, according to the best of his knowledge and belief.

(Signed) W. H. IJAMS, Treasurer.

Sworn and subscribed before me, this 23d day of February, A. D. 1882.
WM. R. TUMBLINSON, Justice of the Peace.

STATE OF MARYLAND, }
Baltimore city, } sct:

I hereby certify, that William R. Tumblinson, esquire, before whom the annexed affidavit was made, and who has thereto subscribed his name, was, at the time of so doing, a justice of the peace of the State of Maryland, in and for the city of Baltimore, duly commissioned and sworn, and authorized by law to administer oaths and take acknowledgments. I further certify that I am acquainted with the hand-writing of the said justice, and verily believe the signature to be his genuine signature.

In testimony whereof, I hereto set my hand and affix the seal of the Superior Court of Baltimore city, this 23d day of February, A. D. 1882.

[SEAL.] FRANCIS A. PREVOST,
Clerk of the Superior Court of Baltimore city.

STATE OF PENNSYLVANIA, }
County of Allegheny, City of Pittsburgh, } ss:

Personally appeared before me, J. B. Washington, president of the Somerset and Cambria Railroad Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1881, according to the best of his knowledge and belief.

(Signed) J. B. WASHINGTON, President.

Sworn and subscribed before me, this 21st day of February, A. D. 1882.
JOHN S. KENNEDY, Alderman.

R E P O R T
OF THE
*South Mountain Railway and Mining Company, for
the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. C. Fuller, President,	Philadelphia, Pa.
William H. Woodward, Secretary, Treasurer, and Superintendent,	Pine Grove Furnace, Pa.
General offices at Pine Grove Furnace, Cumberland county, Pa.	

Names of Directors.

Residences.

J. C. Fuller,	Philadelphia.
Jay Ccoke,	Philadelphia.
Jay Cooke, junior,	Philadelphia.
Charles D. Barney,	Philadelphia.
John M. Butler,	Philadelphia.
B. J. Woodward,	Philadelphia.
Spencer Erwin,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law, under re-organization, act April, 1861,	\$200,000	00
Capital stock, amount subscribed, as under re-organization,	200,000	00
Capital stock, total amount now paid in, as under re-organization, . .	200,000	00
Capital stock, number of shares issued, 4,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1898, bear interest at 6 per cent., which is payable April 1 and October 1,) amount,	\$100,000	00
Total amount now of funded debt,	\$100,000	00
Funded debt as per last report, \$100,000		00
Total cash realized from capital stock and debt,	\$300,000	00

COST.

Total cost of entire road to date, as per report of old company,	\$342,841	34
Average of same per mile of road laid,	\$19,282	41
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment, as per report of old company,	\$45,639	29
Average cost of equipment per mile of road operated by company, .	2,566	89
Proportion of same to Pennsylvania, All.		
Cost of road and equipment per mile,	21,849	30
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from South Mountain Junction, Carlisle, to Pine Grove Furnace,	17.78	17.78
Aggregate length of main line and branches,	17.78	
Aggregate length of sidings and other track not above enumerated,	2	
Aggregate length of main line, branches, leased roads, sidings, and other track,	19.78	All.

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 19.78
Weight of rail per yard, iron, 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 6
Wooden bridges, number of, 1; aggregate length, 100 feet.
Wooden trestles, number of, 5; aggregate length, 200 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Harrisburg and Potomac railroad, near Mount Holly Springs.

Stations.

Number of stations on main road: Passenger, 10; freight, 10; total, 10
Number of engine-houses and shops in Pennsylvania, 2; total number entire road, 2
Number of water stations on main road, 3

How is track laid and on what foundation? Cross-ties, stone ballast, fish-plate joints.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	1	
Number of locomotives of more than 20 tons weight,	1	
Number of locomotives of more than 10 tons weight,	1	
Number of first-class passenger cars,	2	
Number of freight cars, { House cars, 1 }	10	
{ Trucks. . 9 }		
Number of coal, ore, stone, and lime cars,	1	

What kind of train-brake is in use on your road? Westinghouse automatic air-brake.

Employees.

Average number of persons regularly employed by company, including officials, 34
Same in Pennsylvania, All.

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 25,056
Number of miles run by mixed trains, 11,702
Number of through passengers for the year on main road, 28,806½

Number of passengers (all classes) carried in cars, . . .	57,678½
Number of passengers carried one mile,	688,905½
Number of passengers carried one mile in Pennsylvania, .	All
Number of tons of freight carried one mile,	506,618
Number of tons of freight carried one mile in Pennsylvania,	All
Gross amount of tonnage for the year, (2,000 pounds per ton,)	54,705½
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by mixed trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	1,000	July, 1881,	20,010½
February, 1881,	1,086	August, 1881,	19,908½
March, 1881,	1,588½	September, 1881,	3,197
April, 1881,	1,421	October, 1881,	1,755
May, 1881,	1,655½	November, 1881,	1,382
June, 1881,	3,029½	December, 1880,	1,634

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class way passengers,	4 cents.
---	----------

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile, about	4 cents.
For through coal, per ton per mile, about	4 cents.
For local freight, per ton per mile, about	4 cents.
For local coal, per ton per mile, about	4 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$318 30
February, 1881,			327 28
March, 1881,			466 15
April, 1881,			481 53
May, 1881,			496 55
June, 1881,			657 10
July, 1881,			2,691 51
August, 1881,			2,819 72
September, 1881,			1,093 63
October, 1881,			528 20
November, 1881,			305 65
December, 1881,			523 80
Total,			\$10,744 48

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$1,142 59
February, 1881,			1,700 78
March, 1881,			1,724 91
April, 1881,			1,745 28
May, 1881,			2,064 88
June, 1881,			1,781 62
July, 1881,			1,506 84
August, 1881,			1,988 81
September, 1881,			1,562 57
October, 1881,			2,057 75
November, 1881,			1,692 75
December, 1881,			2,009 52
Total,			\$20,977 80

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	\$54 00	\$3 38	\$6 51	\$63 84
February, 1881,	54 00	2 62	2 15	59 77
March, 1881,	54 00	2 09	8 66	64 75
April, 1881,	54 00	2 80	3 22	60 02
May, 1881,	54 00	5 62	3 12	62 74
June, 1881,	54 00	4 95	2 54	61 49
July, 1881,	54 00	4 41	4 54	62 95
August, 1881,	54 00	5 25	5 37	64 62
September, 1881,	95 20	7 06	7 45	109 71
October, 1881,	67 40	6 25	7 48	81 13
November, 1881,	67 40	6 30	4 45	78 15
December, 1881,	67 42	5 32	7 73	80 47
Total,	\$729 42	\$56 00	\$64 22	\$849 64

Total passenger earnings for the year,	\$10,744 42
Total freight earnings for the year,	20,977 80
Total earnings from all other sources,	849 64
Total earnings for the year,	\$32,571 86
Total receipts from all sources on whole length of line,	\$32,571 86
Proportion of earnings in Pennsylvania to earnings of whole line. All.	

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$7,802 16
Repairs of bridges,	181 58
Repairs of buildings and fixtures,	21 66
Total for maintenance of way,	\$8,005 60
Cost per mile of road kept in repair,	\$444 75

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$524	57
Repairs of passenger, baggage, and mail cars,	}	533 80
Repairs of freight cars,		
Total for maintenance of motive power and cars,	\$1,058	37
Cost per mile of road operated,	\$58	80

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	}	\$5,783 93
Salaries, wages, and incidentals chargeable to freight department,		
Fuel and rent of stations and water rent,		509 30
Fuel—number tons of coal, 831½; cost,		3,370 05
Oil and waste,		242 91
Amount paid other corporations or individuals for use of all other cars,		621 14
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,		1,182 00
Total miscellaneous,	\$11,709	33
Amount per mile of road operated,	\$650	52
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	20,773	30
Expenses per mile of road operated,	1,154	07
Expenses per train mile,		56.51

EARNINGS.

Passenger transportation, local,	} Total,	\$10,744 42
Passenger transportation, through,		
Freight transportation, local,	} Total,	20,977 80
Freight transportation, through,		
Mail service,		729 42
Express service,		56 00
All other sources of income,		64 22
Total,		\$32,571 86
Operating Expenses.		
Maintenance of way and buildings, \$8,005 60		
Maintenance of motive power and cars, 1,058 37		
Miscellaneous, 11,709 33		
Total operating expenses, being 63.8 per cent. of earnings,	20,773	30
Net earnings,	\$11,798	56
Earnings per mile of road operated,	\$1,809	55
Expenses per mile of road operated,	1,154	07
Net earnings,	\$655	48

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company; five cents per hundred pounds.

U. S. MAIL.

What is the compensation paid you by the United States Government or the transportation of its mails, and on what terms of service? \$729 42 per annum. Two mails each way, daily, except Sunday.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$200,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

Balance for the year, or surplus,	\$5,798	64
Surplus at commencement of the year,	3,168	46
Total surplus,	\$8,967	10
Surplus invested as follows :		
Cash and loans,	\$6,408	83
Balance of accounts due company,	2,558	77

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,
Others,	2	.	2
Total,	2	.	2

Statement of each Accident.

August 3, 1882. Elias Mathews, slightly injured while attempting to get on a moving train, at Laurel station.

August 11. ——— Kerr, fell from a train near Laurel station, while stealing a ride ; slightly injured.

STATE OF PENNSYLVANIA,)
County of Cumberland,) ss:

Personally appeared before me, William H. Woodward, superintendent and treasurer of the South Mountain Railway and Mining Company, who, being duly sworn, does depose and say that he caused the foregoing state-

ments to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

WILLIAM H. WOODWARD,
Superintendent and Treasurer.

Sworn and subscribed before me, this 24th day of February, A. D. 1882.
EDGAR L. SHRYOCK, *Justice of the Peace.*

REPORT

OF THE

South Pennsylvania Railroad Company, for the year
ending November 1, 1881.

OFFICERS.

Names.	Residences.
Richard K. Sheldon, President,	Philadelphia.
Frederick J. Grotevent, Secretary and Treasurer,	Harrisburg.
Oliver W. Barnes, Chief Engineer,	New York.
General offices at Harrisburg, Pa.	

Names of Directors.	Residences.
Richard K. Sheldon,	Philadelphia.
George P. Sheldon,	New York.
Archie L. Sheldon,	New York.
James S. McCobb,	New York.
William T. Sanger,	New York.
G. G. Gulon,	New York.
Reon Barnes,	New York.
Silas W. Pettit,	Philadelphia.
H. B. Gill,	Philadelphia.
Horace Pettit,	Philadelphia.
William G. Wise,	Philadelphia.
James Worrall,	Harrisburg.
James Bixler,	Bixler's Mills, Perry county, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$10,800,000	00
Capital stock authorized by votes of company,	4,200,000	00
Capital stock, amount subscribed,	72,345	00
Capital stock, total amount now paid in,	72,345	00
Capital stock, number of shares issued,	14,469	
Capital stock, amount paid in on each share, average,	5	00
Capital stock, par value of each share,	50	00

Road not yet built.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	14,469 shares.
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Richard K. Sheldon, president, and Frederick J. Grotevent, treasurer, of the South Pennsylvania Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 1, A. D. 1881, according to the best of their knowledge and belief.

(Signed) RICHARD K. SHELDON, *President.*
FREDERICK J. GROTEVENT, *Treasurer.*

Sworn and subscribed before me, this 16th day of February, A. D. 1882.
H. LAUSSAT GEYELIN, *Notary Public.*

REPORT
OF THE
South Pennsylvania Railway and Mining Company,
(railroad report,) for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
Thomas B. Kennedy, President,	Chambersburg, Pa.
John L. Ritchey, Secretary and Treasurer,	Chambersburg, Pa.
Names of Directors.	Residences.
George B. Roberts,	Philadelphia, Pa.
Wister Morris,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
J. N. DuBarry,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
Henry D. Welch,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law, (under re-organization, under act of 8th April, 1861,)	\$800,000	00
Capital stock, amount subscribed, as per terms of re-organization,	800,000	00
Capital stock, total amount now paid in, as per terms of re-organization,	800,000	00
Capital stock, number of shares issued,	16,000	
Capital stock, amount paid in on each share, as per terms of re-organization,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due A. D. 1900, bear interest at 7 per cent., which is payable March and September,) amount,	\$625,000	00
Total amount now of funded debt,	\$625,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, renewal of wooden bridges,	\$5,104	61
Total amount now of funded debt and interest unpaid,	952,250	00
Funded debt as per last report,	\$625,000	00

COST.

Total cost of entire road to date,	\$974,065	86
Average of same per mile of road laid,	\$29,761	90
Proportion of same for Pennsylvania,	29,761	90
Total cost of entire equipment: Leased to Cumberland Valley railroad.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from South Pennsylvania Junction to Richmond,	21	21
Length of single main track,	21	21
Branches.		
From Richmond to ore bank,	2	
Length of branch,	2	
Length of single track,		
Aggregate length of main line and branches,	23	23

Gauge.

What is the guage of your lines? 4 feet 9 inches.

Track.

Miles of iron rail in use, 23
Miles of steel rail in use, None.
Weight of rail per yard, { Iron, 50 pounds.
Steel, None.

Bridges and Trestles.

Number of bridges and trestles on whole line,	5
Wooden bridges, number of, 3 ; aggregate length,	1,154 feet.
Stone bridges,	None.
Iron bridges,	None.
Wooden trestles, number of, 2 ; aggregate length,	728 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? None.

What railroads cross your road, either over or under your grade, in this Commonwealth ? None.

Stations.

Number of stations on main road : Passenger, 10 ; freight, 5 ; total,	15
Number of stations on branches,	None.
Number of stations on leased roads,	None.
Number of engine-houses in Pennsylvania, 1 ; total number entire road,	1
Number of wood and water stations on main road,	2
Number of wood and water stations on branches,	None.
Number of wood and water stations on leased roads,	None.
Value of real estate held by the company, exclusive of roadway, being ore lands and furnace, all in Pennsylvania,	\$30,000 00
Number of tunnels,	None.

How is track laid, and on what foundation ? On cross-ties, resting on stone and slate ballast.

Equipment.

Road leased to and equipped by the Cumberland Valley railroad.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$238 92
February, 1881,			288 39
March, 1881,			445 59
April, 1881,			427 06
May, 1881,			394 05
June, 1881,			590 04
July, 1881,			609 50
August, 1881,			665 44
September, 1881,			529 39
October, 1881,			695 98
November, 1881,			517 71
December, 1881,			684 68
Total,			\$6,086 70

From Transportation of Freight.

MONTH.	Through.	Local.	Total.
January, 1881,	\$1,089 26
February, 1881,	1,261 49
March, 1881,	1,236 80
April, 1881,	969 10
May, 1881,	1,290 14
June, 1881,	1,087 06
July, 1881,	1,280 11
August, 1881,	1,479 04
September, 1881,	1,483 42
October, 1881,	1,251 56
November, 1881,	1,043 82
December, 1881,	1,218 78
Total,	\$14,690 60

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	\$76 88	\$61 99	. . . . .	\$138 37
February, 1881,	76 88	57 52	. . . . .	133 90
March, 1881,	76 88	64 18	. . . . .	140 56
April, 1881,	76 88	45 22	. . . . .	121 09
May, 1881,	76 88	45 76	. . . . .	122 14
June, 1881,	76 88	50 40	. . . . .	126 78
July, 1881,	76 88	51 47	. . . . .	127 85
August, 1881,	76 88	68 45	. . . . .	144 83
September, 1881,	76 88	69 24	. . . . .	145 62
October, 1881,	76 88	83 37	. . . . .	159 75
November, 1881,	76 88	130 02	. . . . .	206 40
December, 1881,	87 48	138 54	. . . . .	226 02
Total,	\$927 66	\$866 16	. . . . .	\$1,793 82
Total passenger earnings for the year,				\$6,086 70
Total freight earnings for the year,				14,690 60
Total earnings from all other sources,				1,793 82
Total earnings for the year,				\$22,571 12
Total receipts from all sources on whole length of line,				\$22,571 12
Proportion of earnings in Pennsylvania to earnings of whole line,				22,571 12

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$7,222 72
New iron rails,	297 00
Repairs of bridges,	7,784 35
Repairs of buildings and fixtures,	1,255 68
Total for maintenance of way,	\$16,559 75
Cost per mile of road kept in repair,	\$788 56
Proportion for Pennsylvania,	788 56

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$752	81
Repairs of machinery,	41	08
All other expenses for maintenance of motive power and cars,	801	50
Total for maintenance of motive power and cars,	\$1,595	84
Cost per mile of road operated,	\$75	97
Proportion for Pennsylvania,	75	97

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$2,405	74
Salaries, wages, and incidentals chargeable to freight department,	8,184	80
Wages of switchmen, signalmen, gatekeepers, and watchmen,	16	84
Fuel—coal,	2,883	11
Oil and waste,	185	85
Taxes,	88	87
Telegraph expenses,	138	79
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	1,127	14
Total miscellaneous,	\$9,520	64
Amount per mile of road operated,	\$453	84
Proportion for Pennsylvania,	453	84
Total expenditures for operating the road,	20,592	23
Expenses per mile of road operated,	980	58

EARNINGS.

Passenger transportation, local,	} Total,	\$6,086	70
Passenger transportation, through,			
Freight transportation, local,	} Total,	14,690	60
Freight transportation, through,			
Mail service,		927	66
Express service,		866	16
Total,		\$22,571	12
Operating Expenses.			
Maintenance of way and buildings,	\$16,559	75	
Maintenance of motive power and cars,	1,595	84	
Miscellaneous,	9,520	64	
Total operating expenses, being 122.6 per cent. of earnings,	27,675	73	
Deficit,	\$5,104	61	
Earnings per mile of road operated,	\$1,074	81	
Expenses per mile of road operated,	1,317	89	
Deficit,	\$243	08	

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company, \$866 16 per annum.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what

terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$938 78 per annum. One service each way daily.

[STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$800,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

STATE OF PENNSYLVANIA, }
County of Franklin, } ss :

Personally appeared before me, Thomas B. Kennedy, president, and John L. Ritchey, treasurer, of the South Pennsylvania Railway and Mining Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) THOMAS B. KENNEDY, *President.*
JOHN L. RITCHEY, *Treasurer.*

Sworn and subscribed before me, this 24th day of February, A. D. 1882.
JOHN A. SEIDERS, *Justice of the Peace.*

REPORT
OF THE
*South-West Pennsylvania Railway Company, for the
year ending December 31, 1881.*

OFFICERS.

Names.	Residences.
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.
General offices at 233 South Fourth street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
D. R. Davidson,	Pittsburgh, Pa.
John K. Ewing,	Uniontown, Pa.
Robert Hogsett,	Uniontown, Pa.
William J. Howard,	Philadelphia.
George F. Huff,	Greensburg, Pa.
Strickland Kneass,	Philadelphia.
George B. Roberts,	Philadelphia.
B. F. Ruff,	Pittsburgh, Pa.
N. P. Shortridge,	Philadelphia.
Edmund Smith,	Philadelphia.
G. A. Torrence,	New Haven, Pa.
J. F. Wentling,	Greensburg, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	546,150	00
Capital stock, total amount now paid in,	546,150	00
Capital stock, number of shares issued, 10,928		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due February 1, 1917, bear interest at 7 per cent., which is payable February 1 and August 1,) amount,	\$962,000	00
Total amount now of funded debt,	\$962,000	00
Total amount now of floating and funded debt,	\$962,000	00
Funded debt, as per last report, \$962,000 00		
Total cash realized from capital stock and debt,	\$1,846,150	00

COST.

Total cost of entire road to date,	\$1,763,061	33
Average of same per mile of road laid,	\$30,752	85

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from South-west junction Pennsylvania railroad to Fairhance,	44.10	44.10
Length of single main track,	44.10	44.10
Branches.		
June Bug branch, from junction with Texas branch to mines, {	Length of branch, . . .	1.58
Scottdale branch, from junction with South-West Pennsylvania railway to junction with June Bug branch, {	Length of single track, . . .	1.58
Overton branch, from West Overton to mines, {	Length of branch, . . .	1.98
Morrell branch, from junction with South-West Pennsylvania railway to end of passing siding, {	Length of single track, . . .	1.98
Opossum Run branch, from New Haven to near Leisenring, {	Length of branch, . . .	1.16
Texas branch, from June Bug branch to Texas, {	Length of single track, . . .	1.16
Schoonmaker branch, from junction with June Bug branch to end of passing siding, {	Length of branch, . . .	1.14
	Length of single track, . . .	1.14
	Length of branch, . . .	3.85
	Length of single track, . . .	3.85
	Length of branch, . . .	3.01
	Length of single track, . . .	3.01
	Length of branch, . . .	.51
	Length of single track, . . .	.51
Aggregate length of main line and branches,	57.83	57.83
Aggregate length of sidings and other track not above enumerated,	13.92	13.92
Aggregate length of main line, branches, leased roads, sidings, and other track,	71.25	71.25

Gauge.

What is the gauge of your lines? 4 ft. 9 inches.

Track.

Miles of iron rail track in use, 26.23
Miles of steel rail track in use, 45.02
Weight of rail per yard, { Iron, 56, 60, 64, 67, 83 lbs.
Steel, 56, 60, 67 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 83
Wooden bridges, number of, 67; aggregate length, 3,259 feet.
Iron bridges, number of, 2; aggregate length, 80 feet.
Wooden trestles, number of, 14; aggregate length, 2,545 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Mt. Pleasant and Broad Ford railroad, at Everson.
What railroads cross your road, either over or under your grade, in this Commonwealth? Pittsburgh and Connellsville railroad, at Connellsville, (under.)

Stations.

Number of stations on main road : Passenger, 32 ; freight, 9 ; total,	35
Number of stations on branches : Passenger, 7 ; freight, 8 ; total,	8
Number of engine-houses and shops in Pennnsylvania, 4 ; total number entire road,	4
Number of wood and water stations on main road,	7
Number of wood and water stations on branches,	1

How is track laid and on what foundation? Oak and chestnut cross-ties, on broken stone, slag, and coke cinder ballast.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extênsion or alteration of road,	} \$197,023	26
Land or land damages,		
Total,	\$197,023	26

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$546,150 00
Rate and date of all cash dividends on stock of original and consolidated companies : March 30, 1881, 4 per cent.; September 30, 1881, 4 per cent.

Number and per cent. of dividends: Two, 4 per cent. each.		
Amount paid in dividends,	\$43,692	00
Paid to sinking fund,	2,660	00

This road is leased to the Pennsylvania Company for one year, from April 1, 1881. Returns of operations are made by that company.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, J. N. DuBarry, president, and Taber Ashton, treasurer, of the South-West Pennsylvania Railway Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) J. N. DuBARRY, *President.*
TABER ASHTON, *Treasurer.*

Affirmed and subscribed before me, this 9th day of February, A. D. 1882.
JNO. C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

*State Line and Sullivan Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. Raymond Claghorn, President,	Philadelphia, Pa.
O. A. Baldwin, Secretary,	Towanda, Pa.
Henry C. Davis, Treasurer,	Philadelphia, Pa.
I. O. Blight, General Manager and General Superintendent,	Towanda, Pa.
General offices at Towanda, Bradford county, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
E. M. Davis,	Philadelphia, Pa.
Thomas Mott,	Philadelphia, Pa.
Edward Lewis,	Philadelphia, Pa.
J. T. Audenried,	Philadelphia, Pa.
W. B. Bullock,	Philadelphia, Pa.
Edward Hoopes,	Philadelphia, Pa.
N. N. Betts,	Towanda, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$1,300,000	00
Capital stock, amount subscribed,		1,000,000	00
Capital stock, total amount now paid in,		1,000,000	00
Capital stock, number of shares issued,	20,000		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due January 1, 1899, bear interest at 7 per cent., which is payable semi-annually,) amount,		\$200,500	00
Total amount now of funded debt,		\$200,500	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, rails, bridges, &c.,	\$23,926 90		
Debt incurred for any other purpose, and for what: Wages, supplies, &c.,	13,757 43		
The amount now of floating debt,		37,684	33
Total amount now of floating and funded debt,		\$238,184	33
Funded debt as per last report,	\$200,500 00		
Floating debt as per last report,	48,448 09		

COST.

Our road having been purchased at foreclosure sale by the bondholders, whose interest in the bonds is represented by the stock standing to their credit, it is impossible to give a correct answer to this question.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Monroeton to Bernice,	24	All.
Length of single main main track,	24	All.
Aggregate length of main line and branches,	24	All.
Aggregate length of sidings and other track not above enumerated,	1	
Length of track laid, if not completed,	25	.

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 25
Miles of steel rail in use, None.
Weight of rail per yard, iron, 50 and 56 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 12
Wooden bridges, number of, 10; aggregate length, . . . 655 feet.
Wooden trestles, number of, 2; aggregate length, 200 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight, . 7
Number of engine-houses and shops in Pennsylvania, 1;
total number entire road, 1
Number of wood and water stations on main road, . . . 3
Value of real estate held by the company, exclusive of road-way, in Pennsylvania.*
Number of tunnels, None.

* Never have been separated from other property owned by the company, on our books.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	3	\$9,700 00
Number of first-class passenger cars,	2	1,200 00
Number of baggage, mail, and express cars,	1	800 00

What kind of train-brake is in use on your road? Hand-brake.	
Average number of cars in passenger trains, including baggage cars,	45
Average weight of passenger and freight trains, including locomotive and tender, in working order,	390 tons.
Employees.	
Average number of persons regularly employed by company, including officials,	40
Same in Pennsylvania,	40

DOINGS OF THE YEAR.

Transportation and Total miles run.

Average number of miles run by passenger, freight, and coal trains,	45,000
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	68,995.09
----------------------------	-----------

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3 $\frac{1}{2}$ cents.
For first-class way passengers,	4.07 cents.

Rate per ton (of 2,000 pounds,) per mile charged for Freight.

For through coal, per ton per mile, . . . . .	.012 $\frac{2}{3}$ cents.
For local coal, per ton per mile, . . . . .	.012 $\frac{2}{3}$ cents.

MONTHLY EARNINGS FOR THE YEAR.

From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$410 51
February, 1881,			370 42
March, 1881,			633 16
April, 1881,			497 73
May, 1881,			808 23
June, 1881,			468 18
July, 1881,			724 08
August, 1881,			655 00
September, 1881,			576 88
October, 1881,			534 33
November, 1881,			512 78
December, 1881,			636 88
Total,			\$6,828 77

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
December, 1880,	\$4,204	78
January, 1881,	3,341	49
February, 1881,	3,723	95
March, 1881,	3,301	47
April, 1881,	3,290	49
May, 1881,	3,556	80
June, 1881,	2,896	44
July, 1881,	3,714	02
August, 1881,	3,698	62
September, 1881,	4,144	82
October, 1881,	3,487	35
November, 1881,	4,451	27
Total,	\$43,811	45

From all other Sources.

MONTHS.	Mails.		Express.		Telegraphing.		Total.	
January, 1881,	\$41	28	\$7	85	\$49	13
February, 1881,	15	53	15	09	30	62
March, 1881,	15	25	.	.	15	25
April, 1881,	14	67	.	.	14	67
May, 1881,	16	21	27	77	43	98
June, 1881,	18	32	8	41	26	73
July, 1881,	18	98	28	64	47	62
August, 1881,	16	96	.	.	16	96
September, 1881,	17	30	25	15	42	55
October, 1881,	15	13	.	.	15	13
November, 1881,	22	04	17	69	39	73
December, 1881,	\$501	65	46	84	.	.	548	49
Total,	\$501	65	\$258	51	\$130	70	\$890	86
Total passenger earnings for the year,							\$6,828	77
Total freight earnings for the year,							43,811	45
Total earnings from all other sources,							890	86
Total earnings for the year,							\$51,531	08
Proportion of earnings in Pennsylvania, to earnings of whole line, .							\$51,531	08

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New locomotives, number of, 1,	\$9,105	00
New freight cars: Gondolas; number of, 10, @ \$515,	5,150	00
Total,	\$14,255	00
Proportion for Pennsylvania, Total.		

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$7,350	79
New iron rails,	8,439	57
Repairs of bridges,	1,232	33
Repairs of buildings and fixtures,	300	00
Total for maintenance of way,	\$17,322	69
Cost per mile of road kept in repair,	\$721	77
Proportion for Pennsylvania, Total.		

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$2,168	39
Total for maintenance of motive power and cars,	\$2,168	39
Cost per mile of road operated,	\$90	34
Proportion for Pennsylvania, Total.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department : Included in general salaries, &c.		
Salaries, wages, and incidentals chargeable to freight department : In- cluded in general salaries, &c.		
Wages of switchmen, signalmen, gatekeepers, and watchmen : In- cluded in general salaries, &c.		
Fuel—number tons of coal, 1,500 ; cost,	\$2,840	00
Damages for cattle killed or injured,	25	00
Damages to property, including damages by fire,	300	00
Insurance,	50	00
Telegraph expenses,	65	85
Amount paid other corporations or individuals for use of all other cars,	6,322	62
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	10,400	00
Total miscellaneous,	\$19,503	47
Amount per mile of road operated,	\$312	64
Proportion for Pennsylvania, Total.		
Total expenditures for operating the road,	38,994	55
Total charged to road and equipment,	14,255	00
Expenses per mile of road operated,	1,624	81
Expenses per mile of single track operated, not including sidings, . .	1,624	81
Expenses per train mile,		86.6
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local,	} Total,	\$6,828	77
Passenger transportation, through,			
Freight transportation, local,	} Total,	43,811	45
Freight transportation, through,			
Mall service,		501	65
Express service,		258	51
All other sources of income,		180	70
Total,		\$51,531	08
Operating Expenses.			
Maintenance of way and buildings: Iron and bridges,		\$17,322 69	
Maintenance of motive power and cars,		2,168 89	
Miscellaneous,		19,503 47	
Total operating expenses, being 75½ per cent. of earnings,		38,994	55
Net earnings,		\$12,536	53
Earnings per mile of road operated,		\$2,147	18
Expenses per mile of road operated,		1,624	77
Net earnings per mile operated,		\$522	35

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Central Express.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$974 19 per annum.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding, \$1,000,000 00
Amount of stock issued as stock dividends, and date of issue, None.
Rate and date of all cash dividends on stock of original and consolidated companies, None.

STATE OF PENNSYLVANIA, } ss:
County of Bedford, }

Personally appeared before me, I. O. Blight, general manager and superintendent, and O. A. Baldwin, secretary, of the State Line and Sullivan Railroad Company, who, being duly sworn, do depose and say that they caused

the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

I. O. BLIGHT,
General Manager and Superintendent.
O. A. BALDWIN,
Secretary.

Sworn and subscribed before me, this 20th day of January, A. D. 1882.
W. H. DODGE, *Notary Public.*

R E P O R T

OF THE

*Stony Creek Railroad Company, for the year ending
October 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
James Boyd, President,	Norristown, Pa.
Howard Boyd, Secretary and Treasurer,	Norristown, Pa.
George B. Boggs, Superintendent and Engineer,	Norristown, Pa.
General office at No. 88 East Main street, Norristown, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Abraham R. Cox,	Norristown, Pa.
Daniel Getty,	Norristown, Pa.
Daniel Quillman,	Norristown, Pa.
F. D. Sower,	Norristown, Pa.
E. Channing Potts,	Norristown, Pa.
John Slingluff,	Norristown, Pa.
Jacob B. Quillman,	Norristown, Pa.
Henry A. Derr,	Norristown, Pa.
Oliver G. Morris,	Line Lexington, Pa.
Samuel Dresher,	Norritonville, Pa.
D. S. Heebner,	Lansdale, Pa.
Joshua Comly,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$300,000	00
Capital stock, amount subscribed,	150,850	00
Capital stock, total amount now paid in,	176,100	00
Capital stock, number of shares issued,	8,522	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due October 1, 1907, bear interest at 7 per cent., which is payable April 1 and October 1,) amount,	\$350,000	00
Total amount now of funded debt,	350,000	00
Floating Debt.		
Liabilities, &c., and wages for October,	\$288,495	45
The amount now of liabilities, &c.,	288,495	45
Total amount now of liabilities and funded debt,	\$638,495	45
Funded debt as per last report,	\$350,000	00
Liabilities as per last report,	287,958	24

COST.

Total cost of entire road to date,	\$501,956	83
Average of same per mile of road laid,	\$48,733	67
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Norristown, to Lansdale,	10.8	10.8
Length of single main track,	10.8	10.8
Branches.		
Asylum branch, from Asylum Junction { Length of branch, . . . . .	.85	.85
to State Asylum, { Length of single track, . . . . .	.85	.85
Aggregate length of main line and branches,	11.15	11.15
Aggregate length of sidings and other track not above enumerated,	1.78	1.78
Aggregate length of main line, branches, leased roads, sidings, and other track,	12.93	12.93

Gauge.

What is the gauge of your lines ? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 12.93
Weight of rail per yard, iron, 58 and 68 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 9
Iron bridges, number of, 9 ; aggregate length, 830 feet.

Stations.

Number of stations on main road, passenger and freight,	8
Number of engine-houses and shops in Pennsylvania, 1 ;	
total number entire road,	1
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of roadway,	\$46,519 31
Value of real estate held by the company, exclusive of roadway, in Pennsylvania,	All.

How is track laid and on what foundation? Iron rails; splice plates and bolts; oak, chestnut, and cedar ties; stone, cinder, and sand ballast.

Equipment.

Equipment furnished by the Philadelphia and Reading Railroad Company at a certain rate per mile run.

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	30
Average weight of passenger trains, including locomotive and tender, in working order,	75 tons.
Average weight of freight trains, including locomotive and tender, in working order,	300 tons.

Employees.

Average number of persons regularly employed by company, including officials,	43
Same in Pennsylvania,	43

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains,	41,900
Number of miles run by freight trains,	17,090
Number of through passengers for the year on main road,	21,573
Number of passengers (all classes) carried in cars, . . .	57,143
Number of passengers carried one mile,	412,604
Number of passengers carried one mile in Pennsylvania, .	All.
Number of tons of 2,000 pounds of through freight for the year on main road,	102,612
Number of tons of freight carried one mile,	849,058
Number of tons of freight carried one mile in Pennsylvania,	All.
Gross amount of tonnage for the year, (2,000 pounds per ton,)	126,180
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	15

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1880,	3,874	May, 1881,	3,907
December, 1880,	3,562	June, 1881,	4,744
January, 1881,	2,894	July, 1881,	7,430
February, 1881,	3,004	August, 1881,	8,759
March, 1881,	4,201	September, 1881,	5,331
April, 1881,	4,744	October, 1881,	4,693

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	85,986	Stone and lime,	271
Bituminous coal,	413	Agricultural products,	5,929
Petroleum and other oils,	97	Merchandise and manufactures,	9,089
Pig iron,	12,800	Live stock,	893
Other iron or castings,	55	Lumber,	5,058
Iron and other ores,	149	Other articles,	5,440

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3.78 cents.
For first-class way passengers,	3.78 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For freight on merchandise, etc., (2,000 pounds,) per ton per mile,	3.43 cents.
For freight on coal, (2,240 pounds,) per ton per mile,	2.114 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
November, 1880,			\$926 66
December, 1880,			881 77
January, 1881,			681 15
February, 1881,			693 84
March, 1881,			937 26
April, 1881,			998 64
May, 1881,			872 43
June, 1881,			1,067 96
July, 1881,			1,230 14
August, 1881,			1,378 40
September, 1881,			1,027 06
October, 1881,			1,124 74
Total,			\$11,820 05

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1880,	\$1,815 75
December, 1880,	1,697 30
January, 1881,	1,800 62
February, 1881,	2,629 77
March, 1881,	2,169 57
April, 1881,	2,269 94
May, 1881,	1,710 37
June, 1881,	1,581 10
July, 1881,	1,602 83
August, 1881,	2,065 18
September, 1881,	2,118 64
October, 1881,	2,612 32
Total,	\$24,073 39

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1880, . . . . .	. . . . .	. . . . .	\$97 50	\$97 50
December, 1880, . . . . .	. . . . .	. . . . .	16 00	16 00
January, 1881,	\$99 07	. . . . .	76 00	175 07
February, 1881, . . . . .	. . . . .	. . . . .	12 00	12 00
March, 1881, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .
April, 1881, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .
May, 1881,	99 07	. . . . .	152 25	251 32
June, 1881, . . . . .	. . . . .	. . . . .	18 00	18 00
July, 1881,	99 07	. . . . .	110 00	209 07
August, 1881, . . . . .	. . . . .	. . . . .	50 85	50 85
September, 1881, . . . . .	. . . . .	. . . . .	300 00	300 00
October, 1881, . . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$297 21	. . . . .	\$882 60	\$1,129 81

Total passenger earnings for the year,	\$11,820 05
Total freight earnings for the year,	24,073 39
Total earnings from all other sources,	1,129 81
Total earnings for the year,	\$37,023 25
Total receipts from all sources on whole length of line,	\$37,023 25
Proportion of earnings in Pennsylvania, to earnings of whole line, All.	

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$6,537 17
New iron rails, number of tons, 90½,	2,424 09
New ties, number of, 4,108,	3,629 54
Repairs of bridges,	88 89
Repairs of buildings and fixtures,	876 41
Repairs of fences,	152 31
All other expenses for maintenance of way, (including new siding, ballast, &c.,)	2,983 62
Total for maintenance of way,	\$16,692 08
Cost per mile of road kept in repair, including new sidings,	\$1,291 00
Proportion for Pennsylvania, All.	

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$5,454	34
Salaries, wages, and incidentals chargeable to freight department,	4,850	41
Wages of switchmen, signalmen, watchmen, and coal heavers,	1,284	22
Fuel—number of cords of wood, $\frac{1}{8}$; cost,	3	12
Fuel—number of tons of coal, 1,861 $\frac{1}{2}$; cost,	7,259	23
Oil and waste,	446	41
Damage for loss of goods,	52	95
Taxes,	553	05
Insurance,	10	82
Amount paid other corporations or individuals for use of all cars, . .	3,662	42
Amount paid other corporations for use of locomotives,	4,129	36
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	3,459	70
Total miscellaneous,	\$30,665	53
Amount per mile of road operated,	\$2,335	23
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	46,886	56
Total charged to road,	16,692	03
Expenses per mile of road operated, not including sidings,	4,415	00
Expenses per train mile,		80.28
Proportion for Pennsylvania, All.		

EARNINGS.

Passenger transportation, local,	} Total,	\$11,820	05
Passenger transportation, through,			
Freight transportation, local,	} Total,	24,073	39
Freight transportation, through,			
Mail service,		297	21
Rents,		814	60
All other sources of income,		18	00
Total,		\$37,023	25
Operating Expenses.			
Maintenance of way and buildings,	\$16,692	03	
Miscellaneous,	30,665	53	
Total operating expenses,		47,357	56
Deficit,		\$10,334	31
Earnings per mile of road operated,		\$3,525	07
Expenses per mile of road operated,		4,415	00
Deficit,		\$10,334	31

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? This company has no express traffic.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$297 21.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$176,100 00

STATE OF PENNSYLVANIA, }
 County of Montgomery, } ss:

Personally appeared before me, James Boyd, President, and Howard Boyd, treasurer, of the Stony Creek Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

JAMES BOYD, *President.*

HOWARD BOYD, *Treasurer.*

Sworn and subscribed before me, this 5th day of January, A. D. 1882.

ABR'M L. HALLMAN, *Justice of the Peace.*

REPORT

OF THE

*Sunbury and Lewistown Railroad Company, for the
 year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Aaron Fries, President,	Philadelphia.
George Bull, Secretary,	Philadelphia.
J. Hart, Treasurer,	Doylestown, Pa.

General offices at No. 130 South Sixth street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
James H. Campbell,	Philadelphia.
Josiah Hart,	Doylestown, Pa.
Samuel G. Lewis,	Philadelphia.
John W. Moffly,	Philadelphia.
George Shannon,	Norristown, Pa.
Edward McGovern,	Lancaster, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$800,000	00
Capital stock authorized by vote of company,	600,000	00
Capital stock, amount subscribed,	600,000	00
Capital stock, total amount now paid in,	164,000	00
Capital stock, number of shares issued, 12,000		
Capital stock, amount paid in on each share, about	13	50
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due . . . , bear interest at 7 per cent., which is payable July 1, 1896,) amount,	\$500,000	00
Total amount now of funded debt,	\$500,000	00

COST.

Total cost of entire road to date, \$164,000 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Lewistown to Selinsgrove Junction, .	43.32	43.32
Length of single main track,	43.32	43.32
Aggregate length of main line and branches,	43.32	43.32
Aggregate length of sidings and other track not above enumerated,	3.37	3.37
Aggregate length of main line, branches, leased roads, sidings, and other track,	46.69	46.69

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail track in use, 31.35
Miles of steel rail track in use, 15.34
Weight of rail per yard, { Iron, 56 and 60 lbs.
 Steel, 56 and 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 33
Wooden bridges, number of, 27 ; aggregate length, 4,111 feet.
Wooden trestles, number of, 6 ; aggregate length, 1,933 feet.

Stations.

Number of stations on main road : Passenger and freight, 15
Number of engine-houses and shops in Pennsylvania, 1 ;
 total number entire road, 1
Number of wood and water stations on main road, 5
How is track laid, and on what foundation ? White and rock oak cross-ties, on broken stone ballast.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } 88 :

Personally appeared before me, Aaron Fries, president, and J. Hart, treasurer, of the Sunbury and Lewistown Railroad Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

AARON FRIES, *President.*
J. HART, *Treasurer.*

Affirmed and subscribed before me, this 16th day of February, A. D. 1882.
JNO. C. SIMMS, JR., *Notary Public.*

REPORT

OF THE

Sunbury, Hazleton and Wilkes-Barre Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
William Taylor, Treasurer,	Philadelphia.
General offices at Philadelphia, 233 South Fourth street.	

<i>Names of Directors.</i>	<i>Residences.</i>
D. B. Cummins,	Philadelphia.
Wistar Morris,	Philadelphia.
Henry M. Phillips,	Philadelphia.
George B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
J. P. Wetherill,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	1,000,000	00
Capital stock, amount now paid in,	1,000,000	00
Capital stock, number of shares issued, 20,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due . . . , bear interest at 5 per cent., which is payable, . . .) amount,	\$1,000,000	00
Income bonds, (due . . . , bear interest at 6 per cent., which is payable . . .) amount,	1,350,000	00
Total amount now of funded debt,	\$2,350,000	00
Floating Debt.		
Debt incurred for any purpose, and for what: Operating road,	\$32,849	61
Unpaid coupons,	163,755	00
Total amount now of floating debt,	196,604	61
Total amount now of floating and funded debt,	\$2,546,604	61
Funded debt as per last report,	\$2,350,000	00
Floating debt as per last report,	158,490	96

COST.

Total cost of entire road to date, \$3,300,000 00

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Sunbury to Tomhicken,	43.44	43.44
Length of single main track,	43.44	43.44
Aggregate length of main line and branches,	43.44	43.44
Aggregate length of sidings and other track not above enumerated,	7.26	7.26
Aggregate length of main line, branches, leased roads, sidings, and other track,	50.70	50.70

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail track in use, 23.96

Miles of steel rail track in use, 26.74

Weight of rail per yard, { Iron, 56, 60 & 64 lbs.

Steel, 56 and 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 29

Wooden bridges, number of, 13; aggregate length, 848 feet.

Wooden trestles, number of, 16; aggregate length, 5,087 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Philadelphia and Erie railroad, at Sunbury; Philadelphia and Reading railroad, at Catawissa.

Stations.

Number of stations on main road: Passenger, 15; freight,
4; total, 15
Number of wood and water stations on main road, 5
Value of real estate held by the company, exclusive of
roadway, in Pennsylvania, \$50,000 00
How is track laid, and on what foundation? White oak cross-ties, on
broken stone and coal dirt ballast.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding; 20,000 shares,
at \$50 each, \$1,000,000 00
Amount of stock issued as stock dividends, and dates of
issue, None.
Rate and date of all cash dividends on stock of original and
consolidated companies, None

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, J. N. DuBarry, president, and W. Taylor, treasurer, of the Sunbury, Hazleton and Wilkes-Barre Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. N. DuBARRY, *President.*

W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 10th day of February, A. D. 1882.

JOHN C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

Susquehanna and Clearfield Railroad Company, for
the year ending December 31, 1881.

OFFICERS.		
Names.		Residences.
J. N. DuBarry, President,		Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer,		Philadelphia, Pa.
General offices at 233 South Fourth street, Philadelphia, Pa.		
Names of Directors.		Residences.
John P. Green,		Philadelphia, Pa.
Strickland Kneass,		Philadelphia, Pa.
Wistar Morris,		Philadelphia, Pa.
G. B. Roberts,		Philadelphia, Pa.
N. P. Shortridge,		Philadelphia, Pa.
Edmund Smith,		Philadelphia, Pa.

CAPITAL STOCK.		
Capital stock authorized by law,	\$700,000	00
Capital stock, amount subscribed,	175,000	00
Capital stock, total amount now paid in,	17,500	00
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

Total cash realized from capital stock, \$17,500 00

COST.	
Total cost to date—surveys and general expenses,	\$3,041 21

CHARACTERISTICS OF ROAD.		
Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, adopted line from Keating, on Philadelphia and Erie railroad, to near mouth of Moshannon creek,	25	25

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss:

Personally appeared before me, J. N. DuBarry, president, and Albert Hewson, treasurer, of the Susquehanna and Clearfield Railroad Company,

who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. N. DuBARRY, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this 9th day of February, A. D. 1882.

JNO. C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

*Susquehanna and Delaware River Railroad Company,
for the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Damon Y. Kilgore, President,	Philadelphia.
D. H. Stone, Secretary,	Philadelphia.
Franklin Stewart, Treasurer,	Philadelphia.

General office at 484 Library street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Franklin Stewart,	Philadelphia.
A. B. Cunningham,	Philadelphia.
Richard J. Williams,	Philadelphia.
James N. Masters,	Philadelphia.
John P. Lanning,	Philadelphia.
William Johnson,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,100,000	00
Capital stock, par value of each share,	50	00

The stock of this company represents the property of the Pennsylvania and New England Railroad Company, and has been fixed at \$1,100,000 by the creditors and purchasers.

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$48,000 00	
The amount now of floating debt,	\$48,000	00
Total amount now of floating and funded debt,	\$48,000	00

COST.

Total cost of entire road to date, cannot tell precisely, but about . . .	\$40,000	00
Average of same per mile of road laid,	\$30,000	00
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line projected, from Harrisburg, Pa., to Delaware river,	107	107
Length of single main track, (built,)	1½	1½
Branches.		
From main line, at Strasstown, to Reading, projected, length of branch,	20	20
Aggregate length of main line and branches,	127	127

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use, 1½
Weight of rail per yard, iron, 56 pounds.

Bridges and Trestles.

Number of bridges on whole line, None built.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? When built, will cross Delaware, Lackawanna and Western railroad, at Delaware river; Lehigh and Susquehanna railroad, at Slatington; Lehigh Valley railroad, at Slatington; Reading railroad, at Schuylkill river; Tremont Branch Reading railroad, at Jonestown.

NOTE.—The property of the Pennsylvania and New England Railroad Company, consisting only of one mile and one sixth of a mile of completed railroad, was sold on the 18th day of July, A. D. 1881, by the sheriff of

Lehigh county, at Allentown, and was purchased by Damon Y. Kilgore, as trustee for the creditors, which creditors afterwards, on August 15, 1881, organized a new company, in accordance with law, under the title of the Susquehanna and Delaware River Railroad Company. Nothing has since been done, and no progress made to December 31, 1881. All queries not explicitly answered, are to be taken in the negative, or that the officers of the present company are unable to give the information.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Damon Y. Kilgore, president, and Franklin Stewart, treasurer, of the Susquehanna and Delaware River Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

DAMON Y. KILGORE, *President.*

FRANKLIN STEWART, *Treasurer.*

Sworn and subscribed before me this 24th day of January, A. D. 1882.

WM. M. McKNIGHT, *Notary Public.*

REPORT

OF THE

Tioga Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
F. N. Drake, President,	Corning, N. Y.
H. H. Cook, Vice President,	New York city.
D. S. Drake, Secretary,	Elmira, N. Y.
H. H. Cook, Treasurer,	New York city.
L. H. Shattuck, General Superintendent,	Blossburg, Pa.
C. C. Drake, General Freight and Passenger Agent,	Elmira, N. Y.

General offices at Elmira, N. Y.

<i>Names of Directors.</i>	<i>Residences.</i>
F. N. Drake,	Corning, N. Y.
J. A. Drake,	Corning, N. Y.
A. S. Kendall,	Corning, N. Y.
M. P. Bush,	Buffalo, N. Y.

J. W. Bush,	Buffalo, N. Y.
H. H. Cook,	New York city.
E. C. Cook,	Bath, N. Y.
C. C. Drake,	Elmira, N. Y.
D. S. Drake,	Elmira, N. Y.
H. D. V. Pratt,	Elmira, N. Y.
S. T. Reynolds,	Elmira, N. Y.
L. H. Shattuck,	Blossburg, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company, 11,618		
Capital stock, amount subscribed,	580,900	00
Capital stock, total amount now paid in,	580,900	00
Capital stock, number of shares issued, 11,618		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due May 1, 1882, bear interest at 7 per cent., which is payable semi-annually,) amount,	\$239,500	00
Third rail mortgage bonds, (due November 1, 1896, bear interest at 7 per cent., which is payable semi-annually,) amount,	125,000	00
Tioga railroad extension mortgage bonds, (due October 1, 1905, bear interest at 7 per cent., which is payable semi-annually,) amount,	265,000	00
Total amount now of funded debt,	\$629,500	00
Floating Debt.		
Total amount now of floating and funded debt,	\$629,500	00
Funded debt as per last report, \$629,500 00		
Total cash realized from capital stock and debt,	\$1,210,400	00

COST.

Total cost of entire road to date,	\$1,547,548	69
Average of same per mile of road laid, (69 miles,)	\$22,428	24
Proportion of same for Pennsylvania, (59.4 miles,)	1,332,237	57
Total cost of entire equipment,	\$542,671	49
Average cost of equipment per mile of road operated by company, (69 miles,)	7,864	80
Proportion of same to Pennsylvania, (59.4 miles,)	467,169	36
Cost of road and equipment per mile,	30,293	04
Proportion of same for Pennsylvania,	1,799,406	58

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from State Line junction to Arnot, Pa.,	50.6	44
Branches.		
Morris Run branch, from Blossburg, Pa., to Morris Run, Pa., length of single track,	4	4
Leased Roads.		
From State Line to junction of Northern Central, near city of Elmira, length of single track,	6.6	
Aggregate length of main line and branches,	48	
Aggregate length of leased roads,	6.6	
Aggregate length of sidings and other track not above enumerated,	14.4	11.4
Aggregate length of main line, branches, leased roads, sidings, and other track,	69	59.4

Gauge.

What is the gauge of your lines? There is a third rail, making gauge 6 ft. & 4ft. 8½ in.

Track.

Miles of iron rail in use, 31
Miles of steel rail in use and steel top, 38
Weight of rail per yard, { Iron, 56 & 60 lbs.
 Steel, 60 & 64 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 24
Wooden bridges, number of, 22; aggregate length, . . . 1,465 feet.
Stone bridges, None.
Iron trestles, number of, 2; aggregate length, 1,220 feet.
Wooden trestles: Counted bridges.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.
What railroads cross your road, either over or under your grade in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 18; freight, 1; total, 19
Number of stations on branches: Passenger and freight, . 2
Number of stations on leased roads: Passenger and freight, 4

Number of engine-houses and shops in Pennsylvania, 6;	
total number entire road,	7
Number of wood and water stations on main road, . .	7
Number of wood and water stations on branches,	2
Number of wood and water stations on leased roads, .	1
Value of real estate held by the company, exclusive of road- way,	\$39,901 51
Value of real estate held by the company, exclusive of road- way, in Pennsylvania,	37,901 51
Number of tunnels,	None.
How is track laid, and on what foundation? On oak, chestnut, and hemlock ties, fish plate joints, gravel and loam.	

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 40 tons weight,	1	\$12,500 00
Number of locomotives of more than 30 tons weight,	6	10,600 00
Number of locomotives of more than 20 tons weight,	10	10,000 00
Number of first-class passenger cars,	5	8,000 00
Number of second-class passenger cars,	2	2,500 00
Number of baggage, mail, and express cars,	3	2,000 00
Number of freight cars, { House cars, 24 { Total,	121	475 00
Trucks, . . 97 }		
Number of coal, ore, and stone cars, { Dumps, . 866 { Total,	878	240 00
Gravel, . . 12 }		
Number of caboose cars,	6	400 00

What kind of train-brake is in use on your road?	Loughridge air-brake.
Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	35
Average weight of passenger trains, including locomotive and tender, in working order,	70 tons.
Average weight of freight trains, including locomotive and tender, in working order,	365 tons.

Employees.

Average number of persons regularly employed by company, including officials,	260
Same in Pennsylvania,	260

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	72,253
Number of miles run by freight trains,	45,772
Number of miles run by coal trains,	245,746
Number of through passengers for the year on main road,	7,802
Number of passengers (all classes) carried in cars, . . .	120,949½

Number of passengers carried one mile,	1,675,546
Number of passengers carried one mile in Pennsylvania,	1,277,028
Number of tons of 2,000 pounds of through freight for the year on main road,	860,553
Number of tons of freight carried one mile,	32,125,018
Number of tons of freight carried one mile in Pennsylvania,	28,793,774
Gross amount of tonnage for the year, (2,000 pounds per ton,)	906,349
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	6,707½	July, 1881,	11,201½
February, 1881,	6,343½	August, 1881,	10,338
March, 1881,	9,050½	September, 1881,	13,736
April, 1881,	9,562	October, 1881,	9,691
May, 1881,	8,777	November, 1881,	9,329
June, 1881,	9,067½	December, 1881,	17,146

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	1,964	Agricultural products,	5,127
Bituminous coal,	838,201	Merchandise and manufactures,	15,291
Petroleum and other oils,	399	Live stock,	1,220
Pig iron,	89	Lumber,	38,884
Railroad iron,	2,001	Other articles,	711
Other iron or castings,	569		
Iron and other ores,	38	Total,	906,349
Stone and lime,	1,855		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.
For second-class through passengers,	3 cents.
For second-class way passengers,	3 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	4 cents.
For through coal, per ton per mile,	2 cents.
In quantities of 100,000 tons, (special,) per ton per mile,	1½ cents.
For local freight, per ton per mile,	5 cents.
For local coal, per ton per mile,	3 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$2,457	22
February, 1881,	2,306	72
March, 1881,	3,096	08
April, 1881,	3,348	18
May, 1881,	3,306	03
June, 1881,	4,030	96
July, 1881,	4,690	12
August, 1881,	4,642	93
September, 1881,	6,438	40
October, 1881,	4,261	85
November, 1881,	3,802	46
December, 1881,	4,125	75
Total,	\$46,501	65

From Transportation of Freight.

MONTHS.	Through.		Local.		Total.	
January, 1881,	\$33,749	32
February, 1881,	29,842	14
March, 1881,	39,786	11
April, 1881,	37,893	35
May, 1881,	37,090	36
June, 1881,	32,989	79
July, 1881,	32,445	82
August, 1881,	34,105	55
September, 1881,	33,187	73
October, 1881,	45,727	38
November, 1881,	44,873	24
December, 1881,	36,932	64
Total,	\$438,123	43

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
January, 1881,	\$739	52	\$54	67	\$80	67	\$874	86
February, 1881, . . . . .	.	.	54	15	114	73	168	88
March, 1881,	739	52	84	08	557	70	1,381	30
April, 1881, . . . . .	.	.	102	26	150	93	253	19
May, 1881, . . . . .	.	.	130	08	145	26	275	34
June, 1881,	739	52	145	20	572	67	1,457	39
July, 1881, . . . . .	.	.	118	50	133	14	251	64
August, 1881, . . . . .	.	.	97	93	225	59	323	57
September, 1881,	893	36	125	01	507	52	1,525	89
October, 1881, . . . . .	.	.	101	89	161	29	263	18
November, 1881, . . . . .	.	.	134	43	117	60	252	03
December, 1881,	893	36	161	90	657	93	1,713	19
Total,	\$4,005	28	\$1,310	15	\$3,425	03	\$8,740	46

Total passenger earnings for the year,	\$46,501	65
Total freight earnings for the year,	438,123	43
Total earnings from all other sources,	8,740	46
Total earnings for the year,	\$493,365	54
Total receipts from all sources on whole length of line, (69,)	\$493,365	54
Proportion of earning in Pennsylvania to earnings of whole line, (59.4,)	424,723	36

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road : 2 new switches,	\$1,927	91
Passenger and freight-houses,	500	00
New passenger cars, number of, 1,	3,500	00
New gravel cars, number of, 12,	2,405	03
New freight cars, number of, 37,	17,045	90
New machine shops, machinery, and tools,	893	34
Any other expenditures chargeable to this account: 1 new caboose,	509	69
Total,	\$26,781	86
Proportion for Pennsylvania, (43,)	\$23,544	00

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$46,497	38
New iron rails, number of tons, 534,	22,881	90
Repairs of bridges,	1,869	40
Repairs of buildings and fixtures,	500	00
Repairs of fences,	150	00
Total for maintenance of way,	\$71,898	68
Cost per mile of road kept in repair, (69 miles,)	\$1,042	01
Proportion for Pennsylvania, (59.4,)	61,895	39

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives, includes narrowing two locomotives,	\$54,873	94
Repairs of machinery,	3,770	37
Repairs of passenger, baggage, and mail cars,	2,884	20
Repairs of freight cars, includes re-building 55 coal cars,	31,855	79
All other expenses for maintenance of motive power and cars,	7,959	30
Total for maintenance of motive power and cars,	\$101,343	60
Cost per mile of road operated, (69 miles,)	\$1,468	75
Proportion for Pennsylvania, (59.4,)	87,243	75

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	{ \$63,824	08
Salaries, wages, and incidentals chargeable to freight department,		
Wages of switchmen, signalmen, gatekeepers, and watchmen,	5,134	63
Fuel—wood,	{ 22,246	21
Fuel—coal,		
Oil and waste,	6,518	03
Damages for injuries to persons,	90	00
Damages for cattle killed or injured,	250	00
Damage for loss of goods and baggage,	25	00
Damages to property, including damages by fire,	50	00
Taxes,	6,651	27
Insurance,	1,124	00
Telegraph expenses,	5,541	60
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items,	20,768	69
Total miscellaneous,	\$132,223	51
Amount per mile of road operated,	\$1,916	28
Proportion for Pennsylvania,	113,827	03
Total expenditures for operating the road,	305,465	79
Total charged to road and equipment,	26,781	86
Expenses per mile of road operated, (69,)	4,427	04
Expenses per mile of single track operated, not including sidings, (54.6,)	5,594	61
Expenses per train mile,		84
Proportion for Pennsylvania, (48,)		73.8

EARNINGS.

Passenger transportation, local,	{ Total, .	\$46,501	65
Passenger transportation, through,			
Freight transportation, local,	{ Total, .	438,123	43
Freight transportation, through,			
Mail service,		4,005	28
Express service,		1,310	15
Rents,		2,089	24
All other sources of income,		1,335	79
Total,		\$493,365	54
Operating Expenses.			
Maintenance of way and buildings,		\$71,699	68
Maintenance of motive power and cars,		101,313	60
Miscellaneous,		132,223	51
Total operating expenses, being 61.9 per cent. of earnings,		305,465	79
Net earnings,		\$187,899	75
Earnings per mile of road operated, (54.6 miles,)		\$9,036	00
Expenses per mile of road operated, (54.6 miles,)		5,594	61
Net earnings,		\$3,441	39

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? United States Express Company. Pay 18 cents per one hundred pounds from all stations.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what

terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates ? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? Main line, \$66 69 per mile; branches, \$42 75 per mile.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	\$189,700 00
Amount of common stock now outstanding,	391,200 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

Balance for the year, or surplus,	\$130,555	75
Surplus at commencement of the year,	1,501,413	17
Total surplus,	\$1,631,968	92
Surplus invested as follows:		
Cash and loans,	\$1,015,682	77
Balance of accounts due company,	495,438	99
Material, fuel, and stores,	58,751	94
Other items,	62,095	22

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,						
Employés,			1		1	
Others,						
Total,			1		1	

Statement of each Accident.

November 25, 1881. Dale Husted, a brakeman on coal train, was caught between cars in Elmira yard, and died ten days after being hurt.

STATE OF NEW YORK, }
County of Chemung, } ss:

Personally appeared before me, Franklin N. Drake, president, and H. H. Cook, treasurer, of the Tioga Railroad Company, who, being duly sworn,

do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

FRANKLIN N. DRAKE, *President.*
H. H. COOK, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1882, as to F. N. Drake.

GEO. L. DAVIS,

Commissioner of Pennsylvania.

State, City, and County of New York, ss :

Personally appeared before me, this 28th day of January, 1882, H. H. Cook, treasurer, who subscribed and made oath to the foregoing affidavit, before me this 28th day of January, A. D. 1882, as witness my hand and official seal.

[SEAL.]

CHARLES EDGAR MILLS,

A Commissioner for Pennsylvania, in New York.

REPORT

OF THE

Tresckow Railroad Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
F. C. Yarnall, President,	Philadelphia.
S. Shepherd, Secretary and Treasurer,	Philadelphia.

General offices at Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George Whitney,	Philadelphia.
Fisher Hazard,	Mauch Chunk.
James M. Wilcox,	Philadelphia.
Edward Lewis,	Philadelphia.
Erastus Hill,	Philadelphia.
C. F. Howell,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of company,	130,000	00
Capital stock, amount subscribed,	130,000	00
Capital stock, total amount now paid in,	130,000	00
Capital stock, number of shares issued, 2,600		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$101,948 71	\$101,948	71
The amount now of floating debt,			

COST.

Total cost of entire road to date, \$231,948 71

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Silver Brook to Audenried,	6.50
Length of single main track,	6.50
Aggregate length of main line and branches,	6.50
Aggregate length of sidings and other track not above enumerated,	4.50
Aggregate length of main line, branches, leased roads, sidings, and other track,	11

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 11
Weight of rail per yard, iron, 50 pounds.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Lehigh Valley railroad, at Audenried.

How is track laid and on what foundation? Ordinary track on ballast.

Operated in connection with the Lehigh and Susquehanna railroad, therefore no separate account is kept of its business.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$130,000 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, F. C. Yarnall, president, and S. Shepherd, treasurer, of the Tresckow Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) F. C. YARNALL, *President.*
S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 21st day of February, A. D. 1882.
WM. C. ALDERSON, *Notary Public.*

REPORT
OF THE
*Tyrone and Clearfield Railway Company, for the year
ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. N. DuBarry, President,	—
Albert Hewson, Secretary and Treasurer,	—

General offices at 233 South Fourth street, Philadelphia, Pa. .

<i>Names of Directors.</i>	<i>Residences.</i>
Strickland Kneass,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
G. B. Roberts,	Philadelphia, Pa.
N. Parker Shortridge,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	1,000,000	00
Capital stock, amount subscribed,	1,000,000	00
Capital stock, total amount now paid in,	1,000,000	00
Capital stock, number of shares issued, 20,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Debt incurred for any other purpose, and for what :		
Revision of line,	\$1,563 28	
Superstructure, Moshannon and Clearfield railroad, . .	37,456 20	
The amount now of floating debt,		\$39,019 48
Total cash realized from stock and debt,		\$1,039,019 48

COST.

Total cost of entire road to date,	\$1,000,000 00
Average of same per mile of road laid,	\$15,885 62

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Vail to Curwensville,	44.04	44.04
Length of single main track,	44.04	44.04
Branches.		
Moshannon branch, from Osceola to Ramey, {	Length of branch, . .	8.86
	Length of single track, . .	8.86
Goss Run branch, No. 1, from Goss Run station to Ocean, {	Length of branch, . .	1.91
	Length of single track, . .	1.91
Goss Run branch, No. 2, from Goss Run Junction to mines, {	Length of branch, . .	1.63
	Length of single track, . .	1.63
Goss Run branch, No. 3, from Junction to terminus, . . {	Length of branch, . .	.88
	Length of single track, . .	.88
Mapleton branch, from Junction with T. and C. railway to Mapleton, {	Length of branch, . .	2.21
	Length of single track, . .	2.21
Phillipsburg branch, from Phillipsburg Junction to Morrisdale, . {	Length of branch, . .	3.42
	Length of single track, . .	3.42
Aggregate length of main line and branches,		62.95
Aggregate length of sidings and other track not above enumerated,		8.68
Aggregate length of main line, branches, leased roads, sidings, and other track,		71.63

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail track in use,	39.89
Miles of steel rail track in use,	31.74
Weight of rail per yard, { Iron,	56 and 60 lbs.
	{ Steel, 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 39
Wooden bridges, number of, 39 ; aggregate length, 3,070 feet.

Stations.

Number of stations on main road : Passenger, 16 ; freight, 12 ; total, 16
Number of stations on branches : Passenger, 12 ; freight, 10 ; total, 14
Number of engine-houses and shops in Pennsylvania, 2 ; total number entire road, 2
Number of wood and water stations on main road, 9
Number of wood and water stations on branches, 1

How is track laid, and on what foundation? Oak cross-ties, on broken stone ballast.

This road is leased, and returns are made by the Pennsylvania Railroad Company, to which company it is leased for ninety-nine years, from August 15, 1877.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 20,000 shares, \$1,000,000 00
Rate and date of all cash dividends on stock of original and consolidated companies : Dividend, February 15, 1881, 3½ per cent. on \$1,000,000 ; August 15, 1881, 3½ per cent. on \$1,000,000.

Number and per cent. of dividends: Two dividends, 3½ per cent. each, on	\$1,000,000	00
Amount paid in dividends,	70,000	00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, J. N. DuBarry, president, and Albert Hewson, treasurer, of the Tyrone and Clearfield Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) J. N. DuBARRY, *President.*
ALBERT HEWSON, *Treasurer.*

Sworn and subrcribed before me, this 9th day of February A. D. 1882.
JNO. C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

*Waynesburg and Washington Railroad Company, for
the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. G. Ritchie, President,	Waynesburg, Pa.
Julius Le Moyne, Vice President,	Washington, Pa.
D. A. Spragg, Vice President,	Spraggs, Pa.
W. W. Sayers, Vice President,	Waynesburg, Pa.
Ephraim Conger, Vice President,	West Union, Pa.
C. E. Bower, Secretary,	Waynesburg, Pa.
M. B. Braden, Treasurer,	Waynesburg, Pa.
J. F. Temple, General Solicitor,	Waynesburg, Pa.
J. G. Ritchie, Superintendent,	Waynesburg, Pa.

General office at Waynesburg, Greene county, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
J. F. Temple,	Waynesburg, Pa.
W. A. Hook,	Waynesburg, Pa.
P. A. Knox,	Waynesburg, Pa.
C. E. Bower,	Waynesburg, Pa.
W. T. Lantz,	Waynesburg, Pa.
R. A. McCoimnel,	Waynesburg, Pa.
A. A. Purman,	Waynesburg, Pa.
Bazel Gordon,	Waynesburg, Pa.
Samuel Luse,	Waynesburg, Pa.
Demas McCollum,	Amity, Pa.
J. F. Bell,	Amity, Pa.
James M. Dunn,	West Union, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$270,000	00
Capital stock, amount subscribed,	136,850	00
Capital stock, total amount now paid in,	101,317	32
Capital stock, number of shares issued, 1,994		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1897, bear interest, at 7 per cent., which is payable semi-annually Jenuary 1 and July 1,) amount, negotiated,	\$97,900	00
Total amount now of funded debt,	\$97,900	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$18,299	88
The amount now of floating debt,	18,299	36
Total amount now of floating and funded debt,	\$116,199	36
Funded debt, as per last report,	\$97,900	00
Floating debt as per last report,	12,635	88

COST.

Total cost of entire road to date,	\$153,561	05
Average of same per mile of road laid,	\$5,497	07
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	\$25,545	48
Average cost of equipment per mile of road operated by company,	914	62
Proportion of same to Pennsylvania, All.		
Cost of road and equipment per mile,	6,411	69
Proportion of same for Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Waynesburg, Pa., to Washington, Pa.,	27.93	
Length of single main track,	27.93	
Aggregate length of main line and branches,	27.93	
Aggregate length of sidings and other track not above enumerated,	5,274'	

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 27.93
Weight of rail per yard, iron, 30 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 39
Wooden bridges, number of, 4 ; aggregate length, 252 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? Wheeling, Pittsburgh and Baltimore railroad, branch of Baltimore and Ohio railroad, and Pittsburgh Southern railway, at Washington, Pa.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road : Passenger and freight, 26
Number of engine-houses and shops in Pennsylvania, 1 ;
total number entire road, 1
Number of wood and water stations on main road, 4
Value of real estate held by the company, exclusive of road-
way, \$4,300 00
Value of real estate held by the company, exclusive of
roadway, in Pennsylvania, \$4,300 00
Number of tunnels, None.
How is track laid, and on what foundation? On common earth, stone
ballast, oak cross-ties.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight,	3	\$5,633 00
Number of first-class passenger cars,	1	2,500 00
Number of second-class passenger cars,	1	450 00
Number of baggage, mail, and express cars,	1	600 00
Number of freight cars, } House cars, 1, { } Stock, 4, }	5	300 00
Number of coal, ore, and stone cars,	9	275 00
Number of caboose cars,	1	400 00

What kind of train-brake is in use on your road? Hand-brake.
Average number of cars in passenger trains, including bag-
gage cars, 3
Average number of cars in freight trains, 5
Average weight of passenger trains, including locomotive
and tender, in working order, 38 tons.

Employees.

Average number of persons regularly employed by com
pany, including officials, 48
Same in Pennsylvania, 48

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains, 34,296
Number of miles run by freight and coal trains, 19,387

Number of passengers (all classes) carried in cars, . . .	33,039
Number of passengers carried one mile,	574,287
Number of passengers carried one mile in Pennsylvania,	574,287
Number of tons of 2,000 pounds of through freight for the year on main road, . . .	7,084
Number of tons of freight carried one mile, . . .	297,750
Number of tons of freight carried one mile in Pennsylvania,	297,750
Gross amount of tonnage for the year, (2,000 pounds per ton,) . . .	12,868
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12
Average rate of speed adopted by express trains, including stops, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,) . . .	12

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	1,419	July, 1881,	2,879
February, 1881,	1,443	August, 1881,	3,040
March, 1881,	2,836	September, 1881,	3,126
April, 1881,	2,912	October, 1881,	3,563
May, 1881,	2,693	November, 1881,	2,982
June, 1881,	3,117	December, 1881,	3,029

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Bituminous coal,	2,520	Merchandise and manufactures, . . .	2,326
Other iron or castings,	115	Live stock,	2,154
Stone and lime,	558	Lumber,	1,072
Agricultural products,	3,678	Other articles,	445

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	3½ cents.
For first-class way passengers,	3½ cents.

Rate per ton (of 2,000 pounds,) per mile charged for Freight.

For through freight, per ton per mile,	13½ cents.
For through coal, per ton per mile,	12½ cents.
For local freight, per ton per mile,	21 cents.
For local coal, per ton per mile,	2¾ cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$802 65
February, 1881,			858 00
March, 1881,			1,212 95
April, 1881,			1,173 35
May, 1881,			1,083 00
June, 1881,			1,074 25
July, 1881,			1,279 45
August, 1881,			1,918 76
September, 1881,			1,718 05
October, 1881,			1,960 30
November, 1881,			1,059 50
December, 1881,			1,316 75
Total,			\$15,457 01

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,			\$1,250 10
February, 1881,			908 79
March, 1881,			1,227 24
April, 1881,			1,330 20
May, 1881,			1,865 48
June, 1881,			2,157 21
July, 1881,			1,639 61
August, 1881,			1,801 64
September, 1881,			2,154 67
October, 1881,			2,199 88
November, 1881,			1,782 36
December, 1881,			1,506 24
Total,			\$19,823 42

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,	102 31	\$41 60	\$12 00	\$155 91
February, 1881,	102 31	51 24	16 95	170 50
March, 1881,	102 31	44 80	28 05	175 16
April, 1881,	102 31	51 11	17 65	171 07
May, 1881,	102 31	56 17	25 55	184 03
June, 1881,	102 32	66 08	24 83	193 35
July, 1881,	127 97	49 74	23 05	200 76
August, 1881,	127 97	52 82	122 05	302 84
September, 1881,	127 97	57 55	24 10	209 62
October, 1881,	127 97	71 88	23 30	223 15
November, 1881,	127 97	59 50	17 95	206 42
December, 1881,	127 99	63 76	100 82	292 57
Total,	\$1,381 71	\$666 25	\$436 42	\$2,484 38

Total passenger earnings for the year,	\$15,457	01
Total freight earnings for the year,	19,823	42
Total earnings from all other sources,	2,481	38
Total earnings for the year,	\$37,764	81
Total receipts from all sources on whole length of line,	\$37,764	81
Proportion of earnings in Pennsylvania, to earnings of whole line, All.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$6,992	94
Land or land damages,	289	39
Passenger and freight-houses,	2,867	16
Engine-houses, car sheds, wood and coal sheds, and water tanks,	2	00
New locomotives, number of, 1, on account,	1,267	75
New freight cars, on account,	156	92
New machine shops, machinery, and tools,	44	44
Any other expenditures chargeable to this account,	444	14
Total,	\$12,064	74
Proportion for Pennsylvania, All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$6,819	03
New iron rails,	1,391	30
Repairs of bridges,	427	86
Repairs of fences and cattle guards,	174	88
All other expenses for maintenance of way,	242	61
Total for maintenance of way,	\$9,055	68
Cost per mile of road kept in repair,	\$324	22
Proportion for Pennsylvania, All.		

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$3,121	79
Repairs of machinery,	22	40
Repairs of passenger, baggage, and mail cars,	795	97
Repairs of freight cars,	968	49
All other expenses for maintenance of motive power and cars,	576	33
Total for maintenance of motive power and cars,	\$5,484	98
Cost per mile of road operated,	\$196	38
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	\$3,395	30
Salaries, wages, and incidentals chargeable to freight department, . .	3,597	14
Wages, of switchmen, signalmen, gatekeepers, and watchmen, . . .	649	05
Fuel—number of cords of wood, 2; cost	2	50
Fuel—coal, cost	1,592	81
Oil and waste,	343	92
Damage for loss of goods and baggage,	129	13
Taxes,	281	08
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	4,044	43
Total miscellaneous,	\$14,035	36
Amount per mile of road operated,	\$502	52
Proportion for Pennsylvania, All.		
Total expenditures for operating the road,	28,576	22
Total charged to road and equipment,	12,064	74
Expenses per mile of road operated,	1,023	13

EARNINGS.

Passenger transportation, local,	} Total,	\$15,457	01
Passenger transportation, through,			
Freight transportation, local,	} Total,	19,823	42
Freight transportation, through,			
Mail service,		1,381	71
Express service,		666	25
Rents,		100	00
All other sources of income,		336	42
Total,		\$37,764	81
Operating Expenses.			
Maintenance of way and buildings,		\$9,055	68
Maintenance of motive power and cars,		5,484	98
Miscellaneous,		14,035	36
Total operating expenses for year, being 75 $\frac{1}{2}$ per cent. of earnings,		28,576	22
Net earnings,		\$9,188	59
Earnings per mile of road operated,		\$1,352	13
Expenses per mile of road operated,		1,023	13
Earnings,		\$329	00

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams Express Company; paying twenty-five cents per hundred pounds for all freight shipped, and \$20 per month on account of messenger, the company's conductor acting as messenger.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? From January 1, 1881, to June 30, 1881, inclusive, the compensation for carrying mail was at rate of \$1,227 76 per annum, and from July 1, 1881, at rate of \$1,535 69 per annum, being on basis of \$53 01 per mile.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

ACCIDENTS TO PERSONS.

No accidents to persons.



STATE OF PENNSYLVANIA, } ss:
County of Greene, }

Personally appeared before, J. G. Ritchie, president, and M. B. Braden, treasurer, of the Waynesburg and Washington Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)	J. G. RITCHIE, <i>President.</i>
	M. B. BRADEN, <i>Treasurer.</i>

Sworn and subscribed before me, this 13th day of February, A. D. 1882.
JOHN MUNNEL, *Justice of the Peace.*

R E P O R T
OF THE
*West Chester Railroad Company, for the year ending
December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George B. Roberts, President,	Philadelphia, Pa.
Albert Hewson, Secretary,	Philadelphia, Pa.
William Taylor, Treasurer,	—

General offices at 233 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
John M. Kennedy,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Henry M. Phillips,	Philadelphia, Pa.
George B. Roberts,	Philadelphia, Pa.
Thomas A. Scott,	Philadelphia, Pa.
N. Parker Shortridge,	Philadelphia, Pa.
J. P. Wetherill,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by votes of company,	\$165,000	00
Capital stock, amount subscribed,	165,000	00
Capital stock, total amount now paid in,	165,000	00
Capital stock, number of shares issued, 8,800		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1919, bear interest at 5 per cent., which is payable March and September,) amount,	\$175,000	00
Total amount now of funded debt,	\$175,000	00
Funded debt as per last report, \$175,000 00		
Total cash realized from capital stock and debt,	\$340,000	00

COST.

Total cost of entire road to date,	\$230,997 29
--	--------------

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Woodland to West Chester,	5.19	5.19
Length of single main track,	5.19	5.19
Aggregate length of main line and branches,	5.19	5.19
Aggregate length of sidings and other track not above enumerated, . . . . .	.78	.78
Aggregate length of main line, branches, leased roads, sidings, and other track,	5.97	5.97

Gauge.

What is the gauge of your lines? 4 ft. 9 inches.

Track.

Miles of steel rail in use, 5.97
Weight of rail per yard, steel, 60 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 1
Iron bridges, number of, 1; aggregate length, 23½ feet.

Stations.

Number of stations on main road: Passenger, 4; freight, 1; total, 5
Value of real estate held by the company, exclusive of roadway, \$45,392 21

How is track laid, and on what foundation? White oak cross-ties, on stone foundation.

Equipment.

The road is equipped and operated by the Pennsylvania Railroad Company, and the details of trains, freight, passengers, &c., is furnished in full in their report of operations.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$165,000 00
Amount of stock issued as stock dividends, and dates of issue, None.

Rate and date of all cash dividends on stock of original and consolidated companies: February 6 and August 6, 2½ per cent. each.

Number and per cent. of dividends: Two of 2½ equal 5 per cent. annual,	\$8,250	00
Amount paid in dividends,	8,250	00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, George B. Roberts, president, and William Taylor, treasurer, of the West Chester Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*
W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 31 day of March, A. D. 1882.
JNO. C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

West Chester and Philadelphia Railroad Company, for
the year ending October 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Henry Wood, President,	Philadelphia, Pa.
Robert Craven, Secretary and Treasurer,	Philadelphia, Pa.

General offices at 3100 Chestnut street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Isaac Hinckley,	Philadelphia, Pa.
Charles Warner,	Wilmington, Del.
Marshall B. Hickman,	West Chester, Pa.
David Woelpper,	Chadd's Ford, Pa.
H. F. Kennedy,	Ridley Park, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,975,000	00
Capital stock, amount subscribed,	821,300	00
Capital stock, total amount now paid in,	821,300	00
Capital stock, number of shares issued,	16,426	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.			
General mortgage bonds, (due April 1, 1891, bear interest at 7 per cent., which is payable April and October,) amount,		\$1,100,000	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$250,000	00	
Debt incurred for any other purpose, and for what: Ground rents and mortgages,	27,512	50	
The amount now of floating debt,	277,512		50
Total amount now of floating and funded debt,	\$1,377,512		50
Funded debt as per last report,	\$1,100,000	00	
Floating debt as per last report,	211,961	82	
Total cash realized from capital stock and debt,	\$2,198,812		50

COST.

Total cost of entire road to date,	\$2,005,713	98
Proportion of same for Pennsylvania, All.		
Total cost of entire equipment,	\$215,259	80
Proportion of same to Pennsylvania, All.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Philadelphia to West Chester,	26.3	26.3
Length of single main track,	23	23
Length of double main track,	3.3	3.3
Aggregate length of main line and branches,	26.3	All.
Aggregate length of sidings and other track not above enumerated,	6	All.
Aggregate length of main line, branches, leased roads, sidings, and other track,	37	

Gauge.

What is the gauge of your lines? 4 ft. 8½ in.

Track.

Miles of steel rail in use: All steel rail.

Weight of rail per yard,	{ Iron,	56 lbs.
	{ Steel,	56 and 59 lbs.

Bridges and Trestles.

Wooden bridges, number of, 10; aggregate length, . . .	1,835 feet.
Iron bridges, number of, 17; aggregate length,	1,250 feet.

Crossings.

What railroads cross your grade in this Commonwealth, and at what locality? Junction railroad, at West Philadelphia. The Philadelphia and Baltimore Central railroad, at junction.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

Stations.

Number of stations on main road: Passenger, 23; freight, 19; total,	24
Number of engine-houses and shops in Pennsylvania, . .	4
Number of wood and water stations on main road, . . .	4
Value of real estate held by the company, exclusive of road-way,	\$304,072 37
Value of real estate held by the company, exclusive of road-way, in Pennsylvania;	All

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	8	\$9,000 00
Number of locomotives of more than 20 tons weight,	4	8,000 00
Number of first-class passenger cars,	25	3,500 00

What kind of train-brake is in use on your road? Westinghouse automatic.

Average number of cars in passenger trains, including baggage cars,	Cannot say.
Average number of cars in freight trains,	Cannot say.
Average weight of passenger trains, including locomotive and tender, in working order,	Cannot say.

Employees.

Average number of persons regularly employed by company, including officials,	200
Same in Pennsylvania,	All

DOINGS OF THE YEAR.**Transportation and Total miles run.**

Number of miles run by passenger trains,	214,356
Number of miles run by freight trains,	41,806
Number of miles run by ballast and other trains, . . .	35,743
Number of through passengers for the year on main road,	32,067

Number of passengers (all classes) carried in cars, . . .	966,046
Number of passengers carried one mile,	9,704,886
Number of passengers carried one mile in Pennsylvania, .	All.
Number of tons of 2,000 pounds of through freight for the year on main road,	162,408
Number of tons of freight carried one mile,	2,444,422
Number of tons of freight carried one mile in Pennsylvania,	All.
Gross amount of tonnage for the year, (2,000 pounds per ton,)	165,674
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,)	30
Average rate of speed adopted by freight trains, (miles per hour,)	18

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1880,	63,566	May, 1881,	83,799
December, 1880,	64,033	June, 1881,	88,032
January, 1881,	118,101	July, 1881,	97,759
February, 1881,	51,869	August, 1881,	91,792
March, 1881,	59,190	September, 1881,	90,277
April, 1881,	68,899	October, 1881,	89,229

Amount of Freight specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	75,829	Agricultural products,	7,754
Bituminous coal,	173	Merchandise and manufactures,	72,252
Petroleum and other oils,	119	Live stock,	312
Iron,	99	Lumber,	3,441
Lime and limestone,	1,682	Other articles,	4,513

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2½ cents.
For first-class way passengers,	2½ cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	None.
For through coal, per ton per mile,	None.
For local freight, per ton per mile: It is impossible to give a rate for local freight per ton per mile, as it varies ac- cording to distance and kind of freight carried.	
For local coal, per ton per mile,	4 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Coal.	Total.
November, 1880,	\$12,760 35
December, 1880,	12,955 55
January, 1881,	15,453 29
February, 1881,	9,888 72
March, 1881,	12,042 04
April, 1881,	14,341 75
May, 1881,	16,155 47
June, 1881,	17,377 65
July, 1881,	19,574 96
August, 1881,	19,043 45
September, 1881,	21,095 43
October, 1881,	19,905 39
Total,	\$190,594 05

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
November, 1880,	\$9,783 02
December, 1880,	9,958 68
January, 1881,	9,957 68
February, 1881,	11,487 44
March, 1881,	10,443 55
April, 1881,	10,652 61
May, 1881,	11,150 22
June, 1881,	12,451 16
July, 1881,	11,830 93
August, 1881,	14,495 60
September, 1881,	12,730 30
October, 1881,	10,827 25
Total,	\$135,768 44

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
November, 1880,	\$165 21	\$202 64	\$233 44	\$601 29
December, 1880,	165 22	214 75	261 54	641 51
January, 1881,	165 21	188 81	261 28	615 30
February, 1881,	165 21	140 33	250 17	555 71
March, 1881,	165 22	192 91	237 39	595 52
April, 1881,	165 21	125 00	360 15	650 36
May, 1881,	165 21	257 55	240 52	663 28
June, 1881,	165 22	184 45	272 27	621 94
July, 1881,	165 21	192 69	265 48	623 38
August, 1881,	165 21	186 18	257 87	609 26
September, 1881,	445 17	206 94	208 38	860 49
October, 1881,	258 52	225 66	. . . . .	484 18
Total,	\$2,355 82	\$2,317 91	\$2,848 49	\$7,522 22

Total passenger earnings for the year,	\$190,594	05
Total freight earnings for the year,	135,768	44
Total earnings from all other sources,	7,522	22
Total earnings for the year,	\$333,884	71
Total receipts from all sources on whole length of line,	\$333,884	71
Proportion of earnings in Pennsylvania to earnings of whole line, All.		

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	\$36,042	42
Passenger and freight-houses,	8,861	70
New locomotives, number of, 3,	19,830	00
Total,	\$64,734	12
Proportion for Pennsylvania, All.		

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$15,639	22
Repairs of bridges,	54,355	91
Repairs of buildings and fixtures,	25,640	43
Repairs of buildings and fixtures,	902	99
Repairs of buildings and fixtures,	17,415	53
All other expenses for maintenance of way,	2,149	42
All other expenses for maintenance of way,	804	12
Total for maintenance of way,	\$116,907	62
Cost per mile of road kept in repair,	\$4,445	15
Proportion for Pennsylvania, All.		

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$7,494	47
Repairs of locomotives,	16,426	02
Repairs of machinery,	42	58
Repairs of passenger, baggage, and mail cars,	264	78
Repairs of passenger, baggage, and mail cars,	17,699	62
Repairs of freight cars,	524	50
Repairs of freight cars,	7,004	58
All other expenses for maintenance of motive power and cars,	5,877	97
Total for maintenance of motive power and cars,	\$55,334	47
Cost per mile of road operated,	\$2,103	97
Proportion for Pennsylvania, All.		

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	{	\$7,772	30
		33,392	97
Salaries, wages, and incidentals chargeable to freight department, . .	{	3,050	22
		15,846	88
Wages of switchmen, signalmen, gatekeepers, and watchmen,		1,734	90
Fuel—coal,		22,591	69
Oil and waste,		2,849	63
Damage for loss of goods and baggage,		298	36
Taxes,			
Insurance,	{	11,595	25
Telegraph expenses,		2,242	71
Teaming and tolls,		2,450	88
Amount paid other corporations or individuals for use of all other cars,		1,859	52
General salaries and office expenses, law expenses, and all other ex-	{	1,517	06
penses, (except interest) not included in any of the above items, .		9,373	40
Total miscellaneous,		\$116,584	74
Amount per mile of road operated,		\$4,432	88
Proportion for Pennsylvania, All.			
Total expenditures for operating the road,		288,826	83
Total charged to road and equipment,		64,734	12
Expenses per mile of road operated,		13,443	38
Proportion for Pennsylvania, All.			

EARNINGS.

Passenger transportation, local,	{	Total,	\$190,594	05
Passenger transportation, through,				
Freight transportation, local,	{	Total,	135,768	44
Freight transportation, through,				
Mail service,			2,355	82
Express service,			2,317	91
All other sources of income,			2,848	49
Total,			\$233,884	71
Operating Expenses.				
Maintenance of way and buildings,		\$116,907	62	
Maintenance of motive power and cars,		55,834	47	
Miscellaneous,		116,584	74	
Total operating expenses,			288,826	83
Net earnings,			\$45,057	88
Earnings per mile of road operated,			\$12,695	24
Expenses per mile of road operated,			10,982	00
Net earnings,			\$1,713	24

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company; pay in proportion to weight carried.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$3,102 35.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employés,	3	. . . . .	. . . . .
Others,	5	. . . . .	. . . . .
Total,	8	. . . . .	. . . . .

Statement of each Accident.

- April 12, 1881. Samuel Lutz; caught between freight cars at Ogden's; injured.
- April 13. Daniel Neal; hand mashed coupling cars in West Chester.
- June 11. Newsboy; standing on car-platform, looking back; struck by pillar in passenger station, in Philadelphia, and injured.
- June 12. Newsboy; foot mashed at Fernwood; jumped on train in motion.
- June 20. A. Bean, excursionist; leaning out of car; struck by post in station.
- June 25. Thomas Kelley; jumped on train empty coal cars, West Philadelphia; caught between cars and crushed.
- July 14. D. C. Toland; jumped on train at West Chester, caught between cars, and arm broken.
- August 9. Charles Bockins, flagman of freight train; attempted to step on front of engine and missed footing; leg cut off.

STATE OF PENNSYLVANIA, {
County of Philadelphia, } ss :

Personally appeared before me, Henry Wood, president, and Robert Craven, treasurer, of the West Chester and Philadelphia Railroad Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

HENRY WOOD, *President.*
ROBERT CRAVEN, *Treasurer.*

Affirmed and subscribed before me, this 3d day of January, A. D. 1882.
JNO. C. SIMS, Jr., *Notary Public.*

R E P O R T

OF THE

*West Chester and Phoenixville Railroad Company, for
the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William E. Lockwood, President,	Glen Loch, Chester co., and Philadelphia.
William Painter, Vice President,	Philadelphia.
* D. M. McFarland, Secretary and Treasurer, West Chester, Pa.	
Edward S. Taylor, Chief Engineer,	Cape May, N. J.

General office at 255 South Third street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
William E. Lockwood,	255 South Third st., Philadelphia. Glen Loch, Chester county, Pa.
† William E. Barber,	West Chester, West Whiteland.
† Barton D. Evans,	West Chester.
† John Rutter,	West Chester.
* David M. McFarland,	West Chester.
S. M. Painter,	West Chester.
William Painter,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000	00
Capital stock authorized by votes of company,	2,550	
Capital stock, amount subscribed,	Ten per cent.	
Capital stock, total amount now paid in—see remarks,	Ten per cent.	
Capital stock, number of shares issued, certificates issued,	None.	
Capital stock, amount paid in on each share,	See remarks.	
Capital stock, par value of each share,	50	00

COST.

Total cost of entire road to date, estimated, \$10,963 11

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from West Chester to Phoenixville, Pa.,	14	

* Resigned October 6, 1879, is awaiting the re-organization of the company, and qualification of his successor, to turn over the books and property of the company.

† Resigned during the year; their position to be filled by the stockholders during the coming year.

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

OFFICE OF WEST CHESTER AND PHOENIXVILLE RAILROAD COMPANY,
255 SOUTH THIRD STREET,
PHILADELPHIA, *January 29, 1881.*

About the last of the year 1867, J. Clemens Sharpless, Esq., at that time assistant resident engineer of the Pennsylvania railroad, tendered his resignation, and it was accepted, to take effect January 1, 1868, and during the year 1868 he was employed by William E. Lockwood to survey and locate a line for a railroad connecting the Pennsylvania and the Chester Valley railroads. This line was run and located by him, and some work done upon it by Mr. Lockwood; it was, at that time, intended to connect with the Pennsylvania railroad as then located, and ultimately as a part of a line from West Chester to Phoenixville, subsequently, (in July, 1872,) the Pennsylvania railroad abandoned their line then in use, moving the road-bed north and south, straightening and elevating the road-bed some six feet. About the time of the commencement of this work of straightening the Pennsylvania railroad, it was deemed expedient to procure the charter of the West Chester and Phoenixville railroad, and the following gentlemen were named as corporators: William E. Lockwood, J. T. Murtagh, Henry R. Guss, John J. Parker, Edward H. Hall, Thomas P. Evans, William D. Christman, Samuel M. Painter, Charles H. Pennypacker, Henry S. Evans, Joseph P. Wilson, Alban Garret, John Rutter, Josiah Hoopes, William Marshall, E. B. Moore, Robert Otto, Cadwalader C. Sellers, Samuel J. Parker, J. Elwood Painter, William P. Townsend, Henry Sharpless, Jefferson Shaner, Stephen G. Snare, D. W. C. Lewis, N. A. Pennypacker, Lewis W. Shields, E. T. Pennypacker, Samuel J. Reeves, John Griffin, Samuel Cornett, Henry Loucks, John W. McCurdy, Archimades Robb, Wayne MacVeagh, Charles M. Wheatly.

The charter was procured and an organization effected, with William E. Lockwood as its executive and official head, and he has so continued, continuously, up to the present time, and still is its president at the date of the making of this report. The charter of the West Chester and Phoenixville Railroad Company was approved March 9, 1870. Mr. Garagues, an engineer in the employ of the Pennsylvania railroad at the time their road was being straightened near the above-named point of connection, modified Mr. Sharpless' survey and location to conform to the new line and grade adopted by the Pennsylvania railroad. Very considerable work was done on this section between the Chester Valley and Pennsylvania roads, and the line was so run as to connect with the line to West Chester, on the south of the newly-located line of the Pennsylvania railroad.

The engineer of the West Chester and Phoenixville Railroad Company, Edward S. Taylor, Esq., has made a rough estimate of the work done at the time he commenced his survey, and found about eight thousand cubic yards of earth embankment, and two hundred cubic yards of second-class

masonry, (culvert.) His estimate, considering the time the work was done, being prior to July, 1872, is based at forty cents per cubic yard of embankment, and four dollars per cubic yard for masonry.

These prices are predicated upon similar work which was being done by Messrs. Nead & Son for the Pennsylvania Railroad Company, at or near the point of connection heretofore named, and some of it nearly at the same time. So near was this work of grading and masonry on this one mile completed, that Mr. Sharpless was willing to contract to complete it, according to his survey and location, for the sum of \$3,000.

The work heretofore done may now be classified and estimated as follows:

First, cost of organization, State enrollment tax for railroad and telegraphic expenses, &c.,	\$1,083 36
Interest account,	639 17
Second, estimate for engineering, stationery, postage, and advertising, &c.,	1,892 18
Interest account,	567 85
Third, engineer's estimate for grading and masonry, eight thousand cubic yards of embankment, at forty cents,	3,200 00
Interest account,	1,728 00
Two hundred cubic yards of second-class masonry, at \$4 00,	800 00
Interest account,	432 00
	<hr/>
	\$10,342 56
	<hr/>

The itemized accounts to be rendered to the re-organized company may change these estimates somewhat, but probably in no way materially.

This company is at present re-organizing, a majority of its directors, at the date of December 31, 1879, having since resigned. Its first item of indebtedness is due to its vice president, all the other indebtedness is due to its president. Some of these subscriptions to its stock having become uncollectible on account of being outlawed, under the decisions of the courts, said shares have been assigned back to or purchased by the company. The two gentlemen to whom the company is indebted, have agreed to accept the stock of the re-organized company in settlement of its indebtedness to them, the directors of the company agreeing to assume the action of its executive officer in behalf of the company, as hereinbefore recited.

This statement will explain the qualification of its officers heretofore made, as to the question of construction. Nearly all the right of way, from the Chester Valley railroad to the crossing of the Pennsylvania railroad, and for some distance on the south of it, is upon the property of the president of this company, and the question of right of way is now awaiting adjustment in the courts of Chester county.

The foregoing statement is substantially that for the year 1880, and the item of interest, six hundred and twenty dollars and fifty-five cents, (\$620 55,) is added to cost of construction, ten thousand three hundred and forty-two

dollars and fifty-six cents, (\$10,342 56,) making the total estimated cost of construction to date, ten thousand nine hundred and sixty-three dollars and eleven cents, (say \$10,963 11.)

PHILADELPHIA, February 14, 1882.

Honorable A. K. DUNKEL,
Secretary of Internal Affairs, Harrisburg, Pa.:

DEAR SIR: The report of the West Chester and Phoenixville Railroad Company is substantially the same as last year, i. e. matters stand in *statu quo* other than the question of "cost," which has been increased by interest account, and now stands eleven thousand six hundred and twenty dollars and seventy-eight cents, (say \$11,620 78.)

For further information I beg to refer to our very *full* report for the year 1880, *pages 777 to 781, inclusive, and remain,
Respectfully yours,
WEST CHESTER AND PHOENIXVILLE RAILROAD COMPANY,
By WILLIAM E. LOCKWOOD, *President*.

STATE OF PENNSYLVANIA,)
County of Philadelphia, } ss:

Personally appeared before me, William E. Lockwood, president of the West Chester and Phoenixville Railroad Company, who, being duly sworn, doth depose and say that he caused the statement hereto attached to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares it to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) WILLIAM E. LOCKWOOD, *President*.
Sworn and subscribed before me, this 14th day of February, A. D. 1882.
WM. C. ALDERSON, *Notary Public*.

REPORT

OF THE

Western Maryland Railroad Company, for the year ending September 30, 1881.

OFFICERS.

Names.	Residences.
J. M. Hood, President,	Baltimore, Md.
Alex. Rieman, Vice President,	Baltimore, Md.

* Report Pennsylvania Secretary Internal Affairs, 1880.

John S. Harden, Secretary and Treasurer, Baltimore, Md.
Marshall and Fisher, General Solicitors, Baltimore, Md.
J. M. Hood, Chief Engineer and General Manager, Baltimore, Md.
General offices at Baltimore, Md.

<i>Names of Directors.</i>	<i>Residences.</i>
Samuel H. Adams,	Baltimore, Md.
Joshua Biggs,	Rocky Ridge, Md.
Christian Devries,	Baltimore, Md.
Daniel J. Foley,	Baltimore, Md.
William H. Graham,	Baltimore, Md.
George W. Harris,	Hagerstown, Md.
E. G. Hipsley,	Baltimore, Md.
C. W. Humrichouse,	Williamsport, Md.
John K. Longwell,	Westminster, Md.
J. I. Middleton,	Baltimore, Md.
Nicholas G. Penniman,	Baltimore, Md.
Alex. Rieman,	Baltimore, Md.
Edward Worthington,	Glyndon, Md.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, total amount now paid in,	682,250	00
Capital stock, number of shares issued, 18,645		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1890, bear interest at 6 per cent., which is payable January and July,) amount,	\$800,000	00
Second mortgage bonds, (due 1895, bear interest at 6 per cent., which is payable January and July,) amount,	600,000	00
Preferred second mortgage bonds, (due 1895, bear interest at 6 per cent., which is payable January and July,) amount,	600,000	00
Third mortgage bonds, (due 1900, bear interest at 6 per cent., which is payable January and July,) amount,	875,000	00
Fourth mortgage bonds, (due 1902, bear interest at 6 per cent., which is payable January and July,) amount,	1,000,000	00
Total amount now of funded debt,	\$3,675,000	00
Funded coupons,	544,628	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, equipment notes,	193,004	88
Total amount now of floating and funded debt,	\$4,412,630	88

COST.

Total cost of entire road to date, and equipment, \$4,720,181 48

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Baltimore, Md., to Williamsport, Md., (in addition, service is performed over three miles in the city of Baltimore, owned jointly by this company, the Northern Central, and Baltimore and Potomac Railroad Companies,) . .	90	.5
Length of single main track,	90	.5
Leased Roads.		
Baltimore and Cumberland Valley rail- way, from Edgemont, Md., to Mary- land State line,	Length of road, Length of single track,	3.03 3.03
Baltimore and Cumberland Valley rail- road, from Maryland State line to Waynesboro', Pa.,		
Baltimore and Cumberland Valley rail- road extension, from Waynesboro', Pa., to Chambersburg, Pa.,	Length of road, Length of single track,	4.55 4.55
Since put in operation to Shippensburg, making 33.6 miles from Edgemont,		
Aggregate length of main line and branches,	90	.50
Aggregate length of leased roads,	21.8	18.77
Aggregate length of sidings and other track not above enumer- ated,	12.33	.98
Aggregate length of main line, branches, leased roads, sidings, and other track,	124.4	20.25

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 68.3
Miles of steel rail in use, 21.7
Weight of rail per yard, { Iron, 56 lbs.
 { Steel, 56 and 60 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line, 116
Wooden bridges and trestles, number of, 110; aggregate
length, 6,046 feet.
Stone bridges, None.
Iron bridges, number of, 6; aggregate length, 415 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at
what locality? None.
What railroads cross your road, either over or under your grade, in this
Commonwealth? None.

Stations.

Number of stations on main road, passenger and freight, .	53
Number of stations on leased roads, passenger and freight,	6
Number of engine-houses and shops in Pennsylvania, none ;	
total number entire road,	9
Number of wood and water stations on main road, . . .	9
Number of wood and water stations on leased roads, . .	1
Number of tunnels,	None.

How is track laid, and on what foundation? Principally stone ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	14	
Number of locomotives of more than 20 tons weight,	2	
Number of first-class passenger cars,	34	
Number of baggage, mail and express cars,	8	
Number of freight cars, { House cars, 203, } Total,	340	
{ Trucks, . . 137, }		
Number of coal, ore, and stone cars,	1	
Number of caboose cars,	1	

What kind of train-brake is in use on your road? Loughridge air.	
Average number of cars in passenger trains, including bag-	
gage cars,	4
Average number of cars in freight trains,	10

Employees.

Average number of persons regularly employed by com-	
pany, including officials,	466

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	315,233
Number of miles run by freight trains,	263,552
Number of miles run by ballast trains,	27,814
Number of passengers (all classes) carried in cars, . . .	475,590
Number of passengers carried one mile,	12,090,602
Number of tons of 2,000 pounds of through freight for the	
year on main road,	182,065
Number of tons of freight carried one mile,	7,133,308
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .	182,065
Average rate of speed adopted by ordinary passenger trains,	
including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including	
stops, (miles per hour,)	25
Average rate of speed adopted by freight trains, including	
stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1880,	47,861	April, 1881,	25,825
November, 1880,	23,835	May, 1881,	42,725
December, 1880,	22,113	June, 1881,	38,984
January, 1881,	19,089	July, 1881,	64,047
February, 1881,	19,016	August, 1881,	102,111
March, 1881,	22,580	September, 1881,	47,864

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite and bituminous coal, .	34,618	Live stock,	10,452
Iron and other ores,	4,191	Lumber,	13,771
Stone and lime,	4,047	Other articles,	114,986

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers, average,	1.55 cents.
For first-class way passengers, average,	1.55 cents.

Rate per ton (of 2,000 pounds,) per mile charged for Freight.

For through freight, per ton per mile, average,	3.13 cents.
For through coal, per ton per mile, average,	3.13 cents.
For local freight, per ton per mile, average,	3.13 cents.
For local coal, per ton per mile, average,	3.13 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
October, 1880,		\$18,696 62	
November, 1880,		9,980 31	
December, 1880,		9,658 27	
January, 1881,		8,109 54	
February, 1881,		7,588 56	
March, 1881,		9,516 84	
April, 1881,		10,999 83	
May, 1881,		14,105 73	
June, 1881,		16,123 23	
July, 1881,		27,903 35	
August, 1881,		34,547 10	
September, 1881,		19,695 00	
Total,		\$186,924 38	

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
October, 1880,		\$16,596 16	
November, 1880,		18,270 49	
December, 1880,		15,142 15	
January, 1881,		15,388 35	
February, 1881,		14,899 91	
March, 1881,		23,886 21	
April, 1881,		19,754 22	
May, 1881,		20,626 50	
June, 1881,		18,584 13	
July, 1881,		15,966 13	
August, 1881,		23,702 63	
September, 1881,		20,813 65	
Total,		\$223,580 53	

From all other Sources.

MONTHS.	Mails.		Express.		Miscellaneous.		Total.	
October, 1880, . . .	\$483	82	\$766	53	\$2,008	03	\$3,258	38
November, 1880, . .	483	82	691	22	1,848	66	3,023	70
December, 1880, . .	483	82	759	77	1,896	23	3,129	82
January, 1881, . . .	483	82	469	90	1,894	90	2,848	62
February, 1881, . .	483	82	533	78	1,830	18	2,847	73
March, 1881,	483	82	601	56	2,158	97	3,244	35
April, 1881,	483	82	603	73	2,298	07	3,385	62
May, 1881,	483	82	686	69	2,515	63	3,686	14
June, 1881,	483	82	678	09	3,160	23	4,322	14
July, 1881,	483	82	609	47	2,875	03	3,968	32
August, 1881,	483	82	751	04	2,835	85	4,070	71
September, 1881, . .	483	82	808	57	2,879	95	4,167	34
Total,	\$5,805	84	\$7,955	30	\$28,191	78	\$41,952	87
Total passenger earnings for the year,							\$186,924	38
Total freight earnings for the year,							223,540	53
Total earnings from all other sources,							41,952	87
Total earnings for the year,							\$452,457	78

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

New locomotives,	}	\$10,749	50
New passenger cars,			
New mail and baggage cars,			
New freight cars,			

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$72,958	05
New steel rails,	40,519	40
Repairs of bridges,	7,062	04
Repairs of buildings and fixtures,	4,569	50
All other expenses for maintenance of way,	13,851	87
Total for maintenance of way,	\$139,980	86

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$14,649	60
Repairs of machinery,	1,655	71
Repairs of passenger, baggage, and mail cars,	7,244	37
Repairs of freight cars,	7,730	85
All other expenses for maintenance of motive power and cars,	8,192	41
Total for maintenance of motive power and cars,	\$39,479	94

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, conducting transportation,	}	\$98,542	02
Salaries, wages, and incidentals chargeable to freight department, conducting transportation,			
Wages of switchmen, signalmen, gatekeepers, and watchmen,		5,233	61
Fuel—number of cords of wood, 941; cost		222	87
Fuel—number of tons of coal, 12,421 ¹ / ₁₀ ; cost		28,189	29
Oil and waste,		4,855	17
Damages for injuries to persons,	}	1,547	19
Damages for cattle killed or injured,			
Damage for loss of goods and baggage,			
Carrying mails,		522	88
Taxes,	{ Included in general expenses, &c.		
Insurance,			
Telegraph expenses,		4,568	27
Amount paid other corporations or individuals for use of cars, engines, depots, &c.,		24,887	85
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,		18,245	62
Total miscellaneous,		\$186,708	72
Total expenditures for operating the road,		\$365,169	52
Total charged to road and equipment,		10,749	50

EARNINGS.

Passenger transportation, local,	}	Total,	\$186,924	38
Passenger transportation, through,				
Freight transportation, local,	}	Total,	223,580	53
Freight transportation, through,				
Mail service,			5,805	84
Express service,			7,955	80
All other sources of income,			28,191	73
Total,			\$452,457	78
Operating Expenses.				
Equipment,		\$10,749	50	
Maintenance of way and buildings,		138,980	86	
Maintenance of motive power and cars,		39,479	94	
Miscellaneous,		186,708	72	
Total operating expenses,			375,919	02
Net earnings,			\$76,538	76

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, &c.? Adams Express Company; between Baltimore and Mechanicstown twenty-five cents per one hundred pounds, marketing twenty-three cents; between Baltimore, Hagerstown, Chambersburg, and Shippensburg forty cents per one hundred pounds, marketing twenty-eight cents.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? No.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$5,805 84; pay according to weight.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 10,000 shares, \$682,250 00
 Amount of stock issued as stock dividends, and date of issue, None.
 Rate and date of all cash dividends on stock of original and consolidated companies, None.

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	. . . . .	1
Employés,	4	. . . . .	4
Others,	1	1	. . . . .	1	1
Total,	1	1	5	1	6

Statement of each Accident.

January 24, 1881. Samuel Moore, freight brakeman; right hand mashed; - coupling cars at Emory Grove; recovered.

April 12. Charles Hetterly, laborer on work train; head badly cut, leg fractured, &c.; fell off train at Greenwood; recovered.

June 18. George Graham, not an employé; killed at New Windsor, Md.; attempting to cross track ahead of train.

June 21. Amos Collins, conductor individual car; foot mashed off, at Emory Grove, Md.; standing on bumper and being caught by next car mounting; recovered.

July 18. Excursionist, (name unknown;) jumped off train, near Blue Ridge, to get his hat; badly cut and bruised about head and face; recovered.

September 21. Henry Dickinson, fireman; fell of tender at Fulton station; arms and ribs broken and head cut; recovered.

September 22. Charles Reck, freight brakeman; asleep in caboose; rear of train broke loose and descending grade ran into another train, at Linwood; recovered.

STATE OF MARYLAND, }
City of Baltimore, } ss:

Personally appeared before me, John M. Hood, president, and John S. Harden, treasurer, of the Western Maryland Railroad Company, who, being duly sworn and affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. M. HOOD, *President.*
JNO. S. HARDEN, *Treasurer.*

Sworn, affirmed, and subscribed before me, this 30th day of January, A. D. 1882.

MURRAY HANSON,

A Commissioner for Pennsylvania residing in Baltimore city, Md.

REPORT

OF THE

*Western Pennsylvania Railroad Company, for the year
ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. N. DuBarry, President,	Philadelphia.
Albert Hewson, Secretary,	Philadelphia.
Taber Ashton, Treasurer,	Philadelphia.

General offices at 233 South Fourth street, Philadelphia, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
G. B. Roberts,	Philadelphia.
Edmund Smith,	Philadelphia.
Wistar Morris,	Philadelphia.
Strickland Kneass,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$4,000,000	00
Capital stock authorized by votes of company,	1,022,450	00
Capital stock, amount subscribed,	1,022,450	00
Capital stock, total amount now paid in,	1,022,450	00
Capital stock, number of shares issued, 20,449		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due April 1, 1893, bear interest at 6 per cent., which is payable April 1 and October 1,) amount,		\$800,000	00
First mortgage bonds, Pittsburgh branch, (due January 1, 1896, bear interest at 6 per cent., which is payable January 1 and July 1,) amount,		1,000,000	00
General mortgage bonds, (due October 1, 1901, bear interest at 7 per cent., which is payable April 1 and October 1,) amount,		1,200,000	00
Total amount now of funded debt,		\$3,000,000	00
Floating Debt.			
Debt incurred for any other purpose, and for what: Outstanding coupons,	\$210,000	00	
The amount now of floating debt,		210,000	00
Total amount now of floating and funded debt,		\$3,210,000	00
Funded debt, as per last report,	\$3,000,000	00	
Floating debt, as per last report,	128,000	00	
Total cash realized from capital stock and debt,		\$4,022,450	00

COST.

Total cost of entire road to date, \$4,049,309 03

CHARACTERISTICS OF ROAD.

Main Line.	MILES.		
	Whole length.	Length in Penn'a.	
Length of main line, from Blairsville to Allegheny City,	63.50	63.50	
Length of single main track,	58.80	58.80	
Length of double main track,	5.20	5.20	
Branches.			
Butler branch, from Butler junction to {	Length of branch, . .	21.05	21.05
Butler, }	Length of single track,	21.05	21.05
Aggregate length of main line and branches,	84.55	84.55	
Aggregate length of sidings and other track not above enumerated,	21.62	21.62	
Aggregate length of main line, branches, leased roads, sidings, and other track,	111.37	111.37	

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of iron rail track in use,	54.75
Miles of steel rail track in use,	56.62
Weight of rail per yard, { Iron,	45, 56, 60, & 67 lbs.
{ Steel,	60 and 67 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	35
Wooden bridges, number of, 33 ; aggregate length,	5,753 feet.
Wooden trestles, number of, 2 ; aggregate length,	498 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality ? Allegheny Valley railroad, at Allegheny junction ; Pittsburgh, Fort Wayne and Chicago railway, at Allegheny City.

Stations.

Number of stations on main road : Passenger, 52 ; freight, 17 ; total,	54
Number of stations on branches : Passenger, 13 ; freight, 5 ; total,	18
Number of engine-houses and shops in Pennsylvania, 9 ; total number entire road,	9
Number of wood and water stations on main road,	11
Number of wood and water stations on branches,	2
Number of tunnels, 2 ; aggregate length,	2,035 feet.

How is track laid, and on what foundation ? White oak cross-ties on broken stone ballast.

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road,	{	\$40,462	15
Land or land damages,			
Total,		\$40,462	15

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$1,022,450 00
This road was leased to the Pennsylvania Railroad Company for five years, from January 1, 1877, and an arrangement has since been made by which the lease is to be extended from year to year.
Details of operations are given by the lessee company.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, J. N. DuBarry, president, and Taber Ashton, treasurer, of the Western Pennsylvania Railroad Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and cor-

rect statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. N. DuBARRY, *President.*
T. ASHTON, *Treasurer.*

Affirmed and subscribed before me, this 9th day of February, A. D. 1882.

JNO. C. SIMS, Jr., *Notary Public.*

REPORT

OF THE

Wheeling, Pittsburgh and Baltimore Railroad Company, for the year ending September 30, 1881.

OFFICERS.		
<i>Names.</i>		<i>Residences.</i>
J. B. Washington, President,		Pittsburgh.
W. W. Smith, Secretary,		Washington, Pa.
W. H. Ijams, Treasurer,		Baltimore, Md.
J. L. Randolph, Chief Engineer,		Martinsburg, Va.
General offices at Washington, Pa.		

<i>Names of Directors.</i>	<i>Residences.</i>
W. W. Smith,	Washington, Pa.
William Workman,	Washington, Pa.
H. M. Dougan,	Washington, Pa.
W. C. King,	Washington, Pa.
William Keyser,	Baltimore, Md.
A. Maddison,	Baltimore, Md.

CAPITAL STOCK.		
Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	500,000	00
Capital stock, amount subscribed,	500,000	00
Capital stock, total amount now paid in,	500,000	00
Capital stock, number of shares issued, 10,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST.		
Total cost of entire road to date,	\$462,820	00
Average of same per mile of road laid, ($\frac{1}{37}$)	\$14,463	14
Proportion of same for Pennsylvania, ($\frac{1}{12}$)	245,873	47
Total cost of entire equipment: Is owned by Baltimore and Ohio railroad.		

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Wheeling, W. Va., to Washington, Pa.,	32	17
Length of single main track,	32	17
Aggregate length of main line and branches,	32	17

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Weight of rail per yard, iron, 50 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, 23
Wooden bridges, number of, 12; aggregate length, . . . 916 feet.
Stone bridges, number of, 1; aggregate length, 274 feet.
Wooden trestles, number of, 10

Stations.

Number of stations on main road, passenger and freight, 10
Number of wood and water stations on main road, 4
Value of real estate held by the company, exclusive of road-way, \$10,000 00
Number of tunnels, 6; aggregate length, 3,289
How is track laid and on what foundation? Ties, on stone ballast.

EQUIPMENT.

Equipment owned by Baltimore and Ohio Railroad Company.

What kind of train-brake is in use on your road? Loughridge air brake.
Average number of cars in passenger trains, including baggage cars, 2
Average number of cars in freight trains, 3
Average weight of passenger trains, including locomotive and tender, in working order, 75 tons.
Average weight of freight trains, including locomotive and tender, in working order, 75 tons.

Employees.

Average number of persons regularly employed by company, including officials, 30
Same in Pennsylvania, 15

DOINGS OF THE YEAR.
Transportation and Total miles run.

Number of through passengers for the year on main road,	653
Number of passengers (all classes) carried in cars, . . .	58,416
Number of passengers carried one mile,	726,427
Number of passengers carried one mile in Pennsylvania, .	385,913
Number of tons of freight carried one mile,	600,257
Number of tons of freight carried one mile in Pennsylvania,	318,886
Gross amount of tonnage for the year, (2,000 pounds per ton,)	28,469

Monthly Statement of Passengers (all classes) carried in Cars.

October, 1880,	7,698	April, 1881,	4,137
November, 1880,	4,192	May, 1881,	4,233
December, 1880,	4,092	June, 1881,	5,116
January, 1881,	3,493	July, 1881,	5,064
February, 1881,	3,195	August, 1881,	6,236
March, 1881,	3,922	September, 1881,	7,342

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite and bituminous coal,	11,050	Agricultural products,	4,858
Petroleum and other oils,	238	Merchandise and manufactures, .	970
Pig iron,	2	Live stock,	1,954
Railroad iron,	61	Lumber,	2,040
Other iron or castings,	56	Other articles,	4,234
Stone and lime,	3,006		

Rate of Fare for Passengers charged for the respective classes per Mile.

For first-class through passengers,	3 cents.
For first-class way passengers,	3 cents.
For second-class through passengers,	None.
For second-class way passengers,	None.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
October, 1880,			\$3,708 14
November, 1880,			2,025 77
December, 1880,			1,967 79
January, 1881,			1,704 60
February, 1881,			1,534 84
March, 1881,			1,904 61
April, 1881,			2,028 88
May, 1881,			2,016 40
June, 1881,			2,448 60
July, 1881,			2,435 73
August, 1881,			2,998 24
September, 1881,			2,824 45
Total,			\$27,598 65

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
October, 1880,	\$2,251 44
November, 1880,	2,041 35
December, 1880,	1,555 66
January, 1881,	1,653 57
February, 1881,	1,528 59
March, 1881,	1,457 93
April, 1881,	1,574 57
May, 1881,	1,577 79
June, 1881,	1,915 70
July, 1881,	1,404 78
August, 1881,	2,127 05
September, 1881,	2,480 47
Total,	\$21,518 85

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
October, 1880,	\$115 80	\$206 04	. . . . .	\$321 84
November, 1880,	115 80	249 87	. . . . .	365 67
December, 1880,	115 64	216 59	. . . . .	332 23
January, 1881,	115 75	150 20	. . . . .	265 95
February, 1881,	115 75	146 83	. . . . .	261 58
March, 1881,	115 74	167 61	. . . . .	283 35
April, 1881,	115 75	246 42	. . . . .	362 17
May, 1881,	115 75	358 04	. . . . .	473 79
June, 1881,	115 74	456 17	. . . . .	571 91
July, 1881,	115 74	398 82	. . . . .	514 06
August, 1881,	115 74	229 04	. . . . .	344 78
September, 1881,	115 74	227 12	. . . . .	342 86
Total,	\$1,388 94	\$3,051 25	. . . . .	\$4,440 19

Total passenger earnings for the year,	\$27,598 05
Total freight earnings for the year,	21,518 85
Total earnings from all other sources,	4,440 19
Total earnings for the year,	\$53,557 09
Proportion of earnings in Pennsylvania to earnings of whole line,	\$28,452 20

EXPENDITURES FOR OPERATING DURING THE YEAR.**Cost of maintenance of Way and Buildings.**

Repairs of roads, exclusive of bridges and new rails,	\$23,096 52
Repairs of bridges,	6,107 82
Repairs of buildings and fixtures,	962 47
All other expenses for maintenance of way,	76 30
Total for maintenance of way,	\$30,243 11
Cost per mile of road kept in repair,	\$945 09
Proportion for Pennsylvania,	16,066 65

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$2,574	37
Repairs of passenger, baggage, and mail cars,	537	56
Repairs of freight cars,	1,165	29
All other expenses for maintenance of motive power and cars,	3,705	92
Total for maintenance of motive power and cars,	\$7,983	14
Cost per mile of road operated,	\$249	47
Proportion for Pennsylvania,	4,241	04

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, . .	\$10,193	44
Salaries, wages, and incidentals chargeable to freight department, . .		
Wages of switchmen, signalmen, gatekeepers, and watchmen,	1,659	85
Oil, waste, and tallow,	908	60
Taxes,	897	08
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, . .	577	87
Total miscellaneous,	\$4,236	84
Amount per mile of road operated,	\$144	90
Proportion for Pennsylvania,	7,510	18
Total expenditures for operating the road,	52,463	09
Expenses per mile of road operated,	1,639	47
Proportion for Pennsylvania, . . . ,	27,870	99

EARNINGS.

Passenger transportation, local,	{ Total,	\$27,598	05
Passenger transportation, through,			
Freight transportation, local,	{ Total,	21,518	85
Freight transportation, through,			
Mail service,		1,388	94
Express service,		3,051	25
Total,		\$53,557	09
Operating Expenses.			
Maintenance of way and buildings,	\$30,243	11	
Maintenance of motive power and cars,	7,983	14	
Miscellaneous,	14,236	84	
Total operating expenses, being 97.95 per cent. of earnings, . . .		52,463	09
Net earnings,		\$1,094	00
Earnings per mile of road operated,		\$1,673	66
Expenses per mile of road operated,		1,639	47
Net earnings,		\$34	19

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Operated by Baltimore and Ohio express.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$1,388 95 per annum, being \$42 75 per mile.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$500,000 00

STATE OF PENNSYLVANIA, }
County of Allegheny, city of Pittsburgh, } ss :

Personally appeared before me, J. B. Washington, president of the Wheeling, Pittsburgh and Baltimore Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

J. B. WASHINGTON, *President.*

Sworn and subscribed before me, this 1st day of March, A. D. 1882.

JOHN S. KENNEDY, *Alderman.*

STATE OF MARYLAND, }
City of Baltimore, } ss :

Personally appeared before me, W. H. Ijams, treasurer of the Wheeling, Pittsburgh and Baltimore Railroad Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending September 30, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

W. H. IJAMS, *Treasurer.*

Sworn and subscribed before me, this 28th day of February, A. D. 1882.

MURRAY HANSON,

A Commissioner for Pennsylvania residing in Baltimore city, Md.

REPORT
OF THE
*Wilmington and Northern Railroad Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
H. A. DuPont, President,	Near Wilmington, Del.
P. S. Ermold, Secretary and Treasurer,	Coatesville, Pa.
J. H. Thompson, Engineer and General Superintendent, . . .	Coatesville, Pa.
General offices at Coatesville, Pa., and Wilmington, Del.	

<i>Names of Directors.</i>	<i>Residences.</i>
H. A. DuPont,	Near Wilmington, Del.
George Brooke,	Birdsboro', Pa.
Charles Huston,	Coatesville, Pa.
A. L. Foster,	Near Wilmington, Del.
Richard Elias Ely,	New Hope, Bucks co., Pa.
Charles Wheeler,	Philadelphia, Pa.
John Gerhard,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by votes of company,	\$1,500,000	00
Capital stock, amount subscribed,	1,278,050	00
Capital stock, total amount now paid in,	1,278,050	00
Capital stock, number of shares issued, 25,561		00
Capital stock, amount paid in on each share issued,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
French Creek branch bonds in Pennsylvania, (due October 1, 1899, bear interest at 6 per cent., which is payable in April and October,) amount,	\$37,200	00
Rockland Mill branch bonds in Delaware, (due October 1, 1899, bear interest at 6 per cent., which is payable in April and October,) amount,	17,000	00
Delaware River Extension branch bonds in Delaware, (due July 1, 1906, bear interest at 5 per cent., which is payable in January and July, each year,) amount,	59,000	00
Total amount now of funded debt,	\$118,200	00
Funded debt as per last report, \$58,600 00		
Total cash realized from capital stock and debt,	\$1,391,250	00

COST.

Total cost of entire road to date,	\$1,825,544	51
Average of same per mile of road laid,	\$16,959	37
Proportion of same for Pennsylvania,	1,092,183	55
Total cost of entire equipment,	\$150,151	95
Average cost of equipment per mile of road operated by company,	1,921	08
Proportion of same to Pennsylvania,	123,717	83
Cost of road and equipment per mile,	18,880	45
Proportion of same for Pennsylvania,	1,215,901	38

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Wilmington, Del., to Birdsboro', Pa.,	63.6	51.6
Length of single main track,	63.6	51.5
Branches.		
Reading branch,	Length of branch, 6.9	6.9
	Length of single track, 6.9	6.9
French Creek branch, from Springfield, Pa., to St. Peters, Pa.,	Length of branch, 5.9	5.9
	Length of single track, 5.9	5.9
Rockland branch, from Dupont, Del., to Rockland, Del.,	Length of branch, 1	
	Length of single track, 1	
Delaware River Extension branch, (under construction,) from Delaware River Junction, to the Delaware river, near Wilmington,	Length of branch, . *	
	Length of single track, .76	
Aggregate length of main line and branches,	78.16	64.40
Aggregate length of sidings and other track not above enumerated,	13	9.18
Aggregate length of main line, branches, leased roads, sidings, and other track,	91.16	73.58

Gauge.

What is the gauge of your lines? 4 feet 8½ inches.

Track.

Miles of iron rail in use,	70.84
Miles of steel rail in use,	20.32
Weight of rail per yard, { Iron,	56 lbs.
{ Steel,	50 and 55 lbs.

Bridges and Trestles.

Number of bridges and trestles on whole line,	27
Wooden bridges, number of, 16; aggregate length,	3,540 feet.
Wooden trestles, number of, 11; aggregate length,	3,510 feet.

* Length of track laid to December 31, 1881. The extension, when completed, will be 3.5 miles in length.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at locality? Central Division Philadelphia, Wilmington and Baltimore railroad, at Chadd's Ford Junction, Pa.; Waynesburg branch of Pennsylvania railroad, at Waynesburg Junction.

What railroads cross your road, either over or under your grade, in this Commonwealth? Pennsylvania railroad, at Coatesville, Pa., (over grade.)

Stations.

Number of stations on main road : Passenger, 38 ; freight, 34 ; total,	38
Number of stations on branches : Passenger, 5 ; freight, 4 ; total,	6
Number of stations on leased roads, passenger and freight,	None.
Number of engine-houses and shops in Pennsylvania, 2 ; total number entire road,	3
Number of water stations on main road,	10
Number of water stations on branches,	None.
Value of real estate held by the company, exclusive of road-way,	\$27,734 12
Value of real estate held by the company, exclusive of road-way, in Pennsylvania,	9,605 00
Number of tunnels,	None.

How is track laid and on what foundation? Timber cross-ties on gravel ballast.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 30 tons weight,	9	\$4,500 00
Number of locomotives of more than 20 tons weight,	6	3,200 00
Number of first-class passenger cars,	4	2,250 00
Number of second-class passenger cars,	2	1,250 00
Number of baggage, mail, express, or combination cars,	5	1,300 00
Number of freight cars, { House cars, 51, { Total,	120	250 00
Number of lime cars,	6	200 00
Number of caboose cars,	5	200 00

What kind of train-brake is in use on your road? Vacuum brake on passenger trains.

Average number of cars in passenger trains, including baggage cars,	2
Average number of cars in freight trains,	30
Average weight of passenger trains, including locomotive and tender, in working order,	76 tons.
Average weight of freight trains, including locomotive and tender, in working order,	510 tons.

Employees.

Average number of persons regularly employed by company, including officials,	387
Same in Pennsylvania,	298

DOINGS OF THE YEAR.

Transportation and Total miles run.

Number of miles run by passenger trains,	132,701
Number of miles run by freight trains,	182,093
Number of through passengers for the year on main road,	2,976
Number of passengers (all classes) carried in cars,	154,730
Number of passengers carried one mile,	1,732,270
Number of passengers carried one mile in Pennsylvania,	1,368,705
Number of tons of 2,000 pounds of through freight for the year on main road,	110,438
Number of tons of freight carried one mile,	12,611,916
Number of tons of freight carried one mile in Pennsylvania,	10,616,108
Gross amount of tonnage for the year, (2,000 pounds per ton,)	492,891
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,) no express trains.	
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12

Monthly Statement of Passengers (all classes) carried in cars.

January, 1881,	7,545	July, 1881,	15,185
February, 1881,	7,141	August, 1881,	24,283
March, 1881,	10,648	September, 1881,	16,015
April, 1881,	10,099	October, 1881,	13,331
May, 1881,	9,863	November, 1881,	12,828
June, 1881,	13,857	December, 1881,	14,435

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal,	136,898	Stone and lime,	30,313
Bituminous coal,	63,105	Agricultural products,	10,659
Pig iron,	62,789	Merchandise and manufactures,	52,077
Other iron or castings,	32,451	Lumber,	31,795
Iron and other ores,	72,809		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	2½ cents.
For first-class way passengers,	3 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	1½ cents.
For through coal, per ton per mile,	1½ cents.
For local freight, per ton per mile,	3 cents.
For local coal, per ton per mile,	2½ cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$2,365 95
February, 1881,	2,299 05
March, 1881,	3,332 50
April, 1881,	3,186 95
May, 1881,	3,286 09
June, 1881,	4,181 77
July, 1881,	4,638 68
August, 1881,	7,290 43
September, 1881,	5,799 51
October, 1881,	4,326 61
November, 1881,	4,163 02
December, 1881,	4,566 07
Total,	\$49,437 23

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,	\$20,759 02
February, 1881,	23,491 51
March, 1881,	22,031 05
April, 1881,	20,526 81
May, 1881,	19,095 74
June, 1881,	19,286 12
July, 1881,	18,330 25
August, 1881,	23,672 44
September, 1881,	24,823 79
October, 1881,	27,611 18
November, 1881,	26,456 06
December, 1881,	22,897 12
Total,	\$268,963 69

From all Other Sources.

MONTHS.	Mail.	Express.	Miscellaneous.	Total.
January, 1881, . . . . .	. . . . .	\$59 51	\$161 73	\$221 24
February, 1881, . . . . .	. . . . .	58 21	138 40	196 61
March, 1881,	\$775 21	62 96	192 47	1,030 64
April, 1881, . . . . .	. . . . .	75 30	195 90	271 20
May, 1881, . . . . .	. . . . .	78 69	277 40	356 09
June, 1881,	780 19	87 07	261 60	1,128 86
July, 1881, . . . . .	. . . . .	78 43	267 63	346 06
August, 1881, . . . . .	. . . . .	83 55	213 80	297 35
September, 1881,	780 19	90 25	199 76	1,070 20
October, 1881, . . . . .	. . . . .	79 93	179 16	259 09
November, 1881, . . . . .	. . . . .	89 82	155 73	245 55
December, 1881,	781 89	103 33	283 03	1,168 25
Total,	\$3,117 48	\$947 05	\$2,526 61	\$6,591 14

Total passenger earnings for the year,	\$49,437	23
Total freight earnings for the year,	268,983	69
Total earnings from all other sources,	6,591	14
Total earnings for the year,	\$325,012	06
Total receipts from all sources on whole length of line,	\$384,012	06
Proportion of earnings in Pennsylvania to earnings of whole line,	270,843	42

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Extension or alteration of road, and branches,	\$54,045	84
Land or land damages,	18,129	12
Passenger and freight-houses,	1,449	90
Engine-houses, car sheds, wood and coal sheds, and water tanks,	2,458	38
New locomotives, number of, 2,	7,620	79
New freight cars, number of, 14,	6,992	80
New machine-shops, machinery, and tools,	815	58
Any other expenditures chargeable to this account,	5,883	35
Total,	\$97,395	76
Proportion for Pennsylvania,	\$80,249	32

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$20,431	15
New steel rails, number of tons, 701,448,	46,226	86
Repairs of bridges,	12,964	96
Repairs of buildings and fixtures,	3,118	72
Repairs of fences,	326	00
All other expenses for maintenance of way,	2,135	04
Total for maintenance of way,	\$85,202	73
Cost per mile of road kept in repair,	\$1,100	81
Proportion for Pennsylvania,	70,892	19

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$11,932	75
Repairs of machinery,	51	18
Repairs of passenger, baggage, and mail cars,	5,810	60
Repairs of freight cars,	9,495	92
All other expenses for maintenance of motive power and cars,	3,002	88
Total for maintenance of motive power and cars,	\$30,293	33
Cost per mile of road operated,	\$391	39
Proportion for Pennsylvania,	25,205	30

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$15,798	06
Salaries, wages, and incidentals chargeable to freight department,	31,453	34
Wages of switchmen, signalmen, gatekeepers, and watchmen,	2,342	89
Fuel—number tons of coal, 10,400 ⁸⁸⁰ / ₁₀₀₀ ; cost,	39,019	00
Oil and waste,	2,825	70
Damage for loss of goods and baggage,	353	55
Taxes,	4,886	55
Insurance,	429	55
Telegraph expenses,	2,240	79
Amount paid other corporations or individuals for use of all other cars,	15,632	07
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	27,811	47
Total miscellaneous,	\$142,787	97
Amount per mile of road operated,	\$1,844	81
Proportion for Pennsylvania,	118,805	49
Total expenditures for operating the road,	258,284	03
Total charged to road and equipment,	97,395	76
Expenses per mile of road operated,	3,337	01
Expenses per mile of single track operated, not including sidings,	3,337	01
Expenses per train mile,	Cannot tell.	
Proportion for Pennsylvania,	295,152	30

EARNINGS.

Passenger transportation, local,	} Total,	\$49,437	23
Passenger transportation, through,			
Freight transportation, local,	} Total,	268,983	69
Freight transportation, through,			
Mail service,		3,117	48
Express service,		947	05
All other sources of income,		2,526	61
Total,		\$325,012	06
Operating Expenses.			
Maintenance of way and buildings,	\$85,202	73	
Maintenance of motive power and cars,	80,293	83	
Miscellaneous,	142,787	97	
Total operating expenses, being 79.47 per cent. of earnings,		258,284	03
Net earnings,		\$66,728	03
Earnings per mile of road operated,		\$4,199	12
Expenses per mile of road operated,		3,337	01

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Adams. Rates: Between Coatesville and Birdsboro' and Reading, twelve (12) cents per 100 pounds; between Coatesville and local stations, first-class rates; between local stations, one and a half, first-class rates.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$3,120 76 per annum for carrying mails once daily, Sundays excepted, from Wilmington, Del., to Reading, Pa., and return.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding: 25,561 shares, par value, \$1,278,050 00
Amount of stock issued as stock dividends, and dates of issue, None.
Rate and date of all cash dividends on stock of original and consolidated companies, None.

Surplus invested as follows:		
Cash,	\$10,792	35
Balance of accounts due company,	86,649	79
Material, fuel, and stores,	19,149	40
Other items,	4,594	58

ACCIDENTS TO PERSONS.

	FROM CAUSES BEYOND THEIR OWN CONTROL		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	. . . . .	1
Employés,	6	. . . . .	6
Others,	2	. . . . .	2	. . . . .
Total,	2	7	2	7

Statement of each Accident.

April 26, 1881. Lewis F. Ritchie, brakeman; injured about the body, while shifting cars at Chadd's Ford.
May 31. William Scott, brakeman; knee slightly injured, while coupling cars at Laurel.
July 9. Manus Mullen, (boy;) fatally injured while attempting to get on moving freight train at Coatesville.
September 10. James Trythall, miner, fatally injured; struck by train while walking on track near Warwick.
September 19. Sylvanus Graham, brakeman; knee slightly injured, in jumping from freight train near St. Peters.
September 28. Simon Consort, repairman; arm injured, caught between cars while working on track.

October 22. James Bacon, brakeman; arm injured, caught between deadwoods while coupling cars.

November 4. Amor O. Perkins, brakeman; foot slightly injured while shifting cars.

December 4. Thomas McCorkle; foot injured, while attempting to get on a moving passenger train at Coatesville.

STATE OF PENNSYLVANIA, }
County of Chester, } ss:

Personally appeared before me, H. A. DuPont, president, and P. S. Ermold, treasurer, of the Wilmington and Northern Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) H. A. DuPONT, *President.*
P. S. ERMOLD, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1882.
JOS. L. CHRISTY, *Notary Public.*

REPORT

OF THE

Wind Gap and Delaware Railroad Company, for the
year ending December 31, 1881.

OFFICERS.	
Names.	Residences.
F. C. Yarnall, President,	Philadelphia.
S. Shepherd, Secretary and Treasurer,	Philadelphia.
General offices at Philadelphia, Pa.	
Names of Directors.	Residences.
George Whitney,	Philadelphia.
Solomon Shepherd,	Philadelphia.
C. F. Howell,	Philadelphia.
Erastus Hill,	Philadelphia.
Edward W. Clark, Jr.,	Philadelphia.
W. A. Buchanan,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$300,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, total amount now paid in,	10,000	00
Capital stock, number of shares issued, 2,000		
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.

Unfunded debt, incurred for construction, equipment, or
purchase of property, \$6,041 27

COST.

Total cost of entire road to date, \$16,041 27

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Pen Argyl to P. and N. E. junction, .	1½	1½
Length of track laid, if not completed,	1½	1½

Gauge.

What is the gauge of your lines? 4 ft. 8½ inches.

Track.

Miles of iron rail in use, 1½
Weight of rail per yard, iron, 50 lbs.

Stations.

Number of stations on main road, passenger and freight, . 1
How is track laid, and on what foundation? Gravel ballast, wooden ties.

The Wind Gap and Delaware railroad is operated in connection with the Lehigh and Lackawanna railroad, therefore no separate account is kept of its business.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? Philadelphia and Reading Express, regular rates.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? \$42 75 per mile.

STATE OF PENNSYLVANIA, }
City of Philadelphia, } ss :

Personally appeared before me, F. C. Yarnall, president, and S. Shepherd, treasurer, of the Wind Gap and Delaware Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) F. C. YARNALL, *President.*
S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 20th day of February, A. D. 1882.
WILLIAM C. ALDERSON, *Notary Public.*

REPORT

OF THE

Bradford Railroad Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
S. S. Jewett, President,	Buffalo, N. Y.
H. C. Jewett, Vice President,	Buffalo, N. Y.
C. S. Cary, Secretary,	Olean, N. Y.
F. S. Buell, Treasurer,	Buffalo, N. Y.

General offices at Olean, N. Y., in 1881; removed to Buffalo, N. Y.

Names of Directors.	Residences.
S. S. Jewett,	Buffalo, N. Y.
H. C. Jewett,	Buffalo, N. Y.
W. G. Robarts,	Eldred, Pa.
D. R. Hamlin,	Smethport, Pa.
B. D. Hamlin,	Smethport, Pa.
C. S. Cary,	Olean, N. Y.
George A. Berry,	Bradford, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued, 1,000		
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$55,000 00	
Debt incurred for any other purpose, and for what: Vouch-ers and pay-rolls unpaid,	8,931 14	
The amount now of floating debt,	\$63,931	14

COST.

Total cost of entire road to date, and equipment,	\$168,305	40
Average of same per mile of road laid,	\$12,021	80
Proportion of same for Pennsylvania,	12,021	80

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Bradford to Kinzua Junction,	14
Length of single main track,	14
Aggregate length of main line and branches,	14

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 14
Weight of rail per yard, iron, 40 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line, None.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? New York, Lake Erie and Western railroad, at Bradford; Bradford, Bordell and Kinzua railroad, at Bradford.

What railroads cross your road, either over or under grade, in this Commonwealth? None

Stations.

Number of stations on main road, passenger, 8
Number of engine-houses and shops in Pennsylvania, None.
Number of wood and water stations on main road, 1
Number of tunnels, None.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight,	1	\$7,900 00
Nnnumber of freight cars,	7	
Number of coal, ore, and stone cars,	37	

Average number of cars in passenger trains, including baggage cars,	3
Average number of cars in freight trains,	5

DOINGS OF THE YEAR.
Transportation and Total miles run.

Number of miles run by passenger trains,	7,282½
Number of miles run by freight and coal trains,	7,282½
Number of through passengers for the year on main road, (all classes) carried in cars,	7,683
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,428
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	14
Average rate of speed adopted by express trains, including stops, (miles per hour,)	18
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	14

Monthly Statement of Passengers (all classes) carried in Cars.

July, 1881,	664	October, 1881,	1,256
August, 1881,	1,327	November, 1881,	1,448
September, 1881,	1,251	December, 1881,	1,737

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite and bituminous coal,	56	Lumber,	1,010
Other iron or castings,	65	Other articles,	275
Merchandise and manufactures,	21		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	5 cents.
For first-class way passengers,	5 cents.
For second-class through passengers,	5 cents.
For second-class way passengers,	5 cents.

MONTHLY EARNINGS FOR THE YEAR.
From Transportation of Passengers.

MONTHS.	Through.	Local.	Total.
January, 1881,
February, 1881,
March, 1881,
April, 1881,
May, 1881,
June, 1881,
July, 1881,	\$240 05	. . . . .
August, 1881,	465 87	. . . . .
September, 1881,	471 68	. . . . .
October, 1881,	596 77	. . . . .
November, 1881,	570 88	. . . . .
December, 1881,	661 70	. . . . .
Total,	\$3,006 40	. . . . .

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,
February, 1881,
March, 1881,
April, 1881,
May, 1881,
June, 1881,	\$72 60	. . . . .
July, 1881,	225 97	. . . . .
August, 1881,	177 76	. . . . .
September, 1881,	266 13	. . . . .
October, 1881,	500 92	. . . . .
November, 1881,	535 89	. . . . .
December, 1881,	570 21	. . . . .
Total,	\$2,348 98	. . . . .

From all Other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,
February, 1881,
March, 1881,
April, 1881,
May, 1881,
June, 1881,
July, 1881,	\$3 45	. . . . .	. . . . .
August, 1881,	8 05	. . . . .	. . . . .
September, 1881,	17 87	\$21 00	. . . . .
October, 1881,	33 84	404 45	. . . . .
November, 1881,	37 36	545 49	. . . . .
December, 1881,	41 29	2 50	. . . . .
Total,	\$141 36	\$973 44	\$1,114 80

Total passenger earnings for the year,	\$3,006	40
Total freight earnings for the year,	2,348	98
Total earnings from all other sources,	1,114	80
Total earnings for the year,	\$6,470	18

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Land or land damages,	\$2,557	53
Passenger and freight-houses,	1,553	67
Engine-houses, car sheds, wood and coal sheds, and water tanks,	737	97
New locomotives,	7,948	15
New freight cars,	13,308	70
Any other expenditures chargeable to this account,	141,999	38
Total,	\$168,305	40
Proportion for Pennsylvania,	\$168,305	40

EXPENDITURES FOR OPERATING DURING THE YEAR.

Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$4,062	79
Repairs of buildings and fixtures,	127	90
Repairs of fences,	11	50
All other expenses for maintenance of way,	228	82
Total for maintenance of way,	\$4,431	01

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$164	14
Repairs of passenger, baggage, and mail cars,	8	48
Repairs of freight cars,	100	52
Total for maintenance of motive power and cars,	\$273	14

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department,	\$319	64
Salaries, wages, and incidentals chargeable to freight department,	508	78
Wages of switchmen, signalmen, gatekeepers, and watchmen,	519	29
Fuel—coal,	407	52
Oil and waste,	23	32
Damages to property, including damages by fire,	15	00
Insurance,	93	80
Telegraph expenses,	9	87
Amount paid other corporations or individuals for use of all other cars,	76	37
General salaries and office expenses, law expenses, and all other expenses (except interest) not included in any of the above items,	992	57
Total miscellaneous,	\$2,966	16
Total expenditures for operating the road,	\$7,670	31
Total charged to road and equipment,	168,305	40

EARNINGS.

Passenger transportation, local,	} Total,	\$3,006	40
Passenger transportation, through,			
Freight transportation, local,	} Total,	2,348	98
Freight transportation, through,			
Express service,		141	38
All other sources of income,		973	44
Total,		\$6,470	18
Operating Expenses.			
Maintenance of way and buildings,		\$4,481	01
Maintenance of motive power and cars,		278	14
Miscellaneous,		2,966	16
Total operating expenses,		7,670	31
Deficit,		\$1,200	18

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? American Express Company; pay by weight.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and, if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None. No service performed.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$100,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

STATE OF NEW YORK, } ss :
County of Erie, City of Buffalo, }

Personally appeared before me, C. K. Thompson, auditor, and George S. Gatchell, general superintendent, of the Bradford Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and

correct statement of the condition and affairs of said company, for the financial year ending 31st December, A. D. 1881, according to the best of their knowledge and belief.

(Signed) C. K. THOMPSON, Auditor.
GEO. S. GATCHELL, General Superintendent.

Sworn and subscribed before me, this 6th day of March, A. D. 1882.

WM. JOHNSON,
Commissioner of Deeds for the State of Pennsylvania, residing
at the City of Buffalo, Erie county, State of New York.

REPORT

OF THE

Bradford, Eldred and Cuba Railroad Company, of
New York State, for the year ending
December 31, 1881.

OFFICERS.

Names.	Residences.
Richard G. Taylor, President,	Buffalo, N. Y.
George R. Blanchard, Vice President,	New York city.
Wilson S. Bissell, Secretary,	Buffalo, N. Y.
Bird W. Spencer, Treasurer,	New York city.
Wilson S. Bissell, General Solicitor,	Buffalo, N. Y.
Nathan S. Beardslee, Chief Engineer,	Warsaw, N. Y.
Richard G. Taylor, General Manager,	Buffalo, N. Y.
Charles D. Williams, General Superintendent,	Eldred, Pa.

General offices at Buffalo, N. Y.

Names of Directors.	Residences.
George R. Blanchard,	New York city.
Edmund S. Bowen,	New York city.
Charles L. Atterbury,	New York city.
Royal C. Vilas,	New York city.
Charles G. Barber,	New York city.
Bird W. Spencer,	Passaic, N. J.
Daniel O'Day,	Buffalo, N. Y.
Richard G. Taylor,	Buffalo, N. Y.
Wilson S. Bissell,	Buffalo, N. Y.
John I. Carter,	Titusville, Pa.
Elmer M. Bond,	Cuba, N. Y.
William P. Stevens,	Cuba, N. Y.
Addison W. Smith,	Cuba, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	500,000	00
Capital stock, amount subscribed,	400,000	00
Capital stock, total amount now paid in,	200,000	00
Capital stock, number of shares issued,	Not yet issued.	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	100	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$200,000	00
The amount now of floating debt,	\$200,000	00
Total amount now of floating and funded debt,	\$200,000	00
Total cash realized from capital stock and debt,	\$400,000	00

COST.

Reported by the Bradford, Richburg and Cuba Railroad Company, of Pennsylvania.

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Richburg, N. Y., to the State line,	12.26	
Length of single main track,	12.26	
Leased Roads.		
Bradford, Richburg and Cuba railroad of Pennsylvania, from Eldred, Pa., to the State line,	Length of road, Length of single track,	5.74
Wellsville, Bolivar and Eldred of New York, from Wellsville, N. Y., to Bolivar, N. Y.,		5.74
	16 16	
Aggregate length of main line and branches,	12.26	
Aggregate length of leased roads,	16	5.74
Aggregate length of main line, branches, leased roads, sidings, and other track,	28.26	5.74
Length of track laid, if not completed,	28.26	5.74

Gauge.

What is the gauge of your lines? 3 feet.

Track.

Miles of iron rail in use, 68
Weight of rail per yard, iron, 80 pounds.

Bridges and Trestles.

Number of bridges and trestles on whole line,	2
Wooden bridges, number of, 2 ; aggregate length,	260 feet

Crossings.

Reported by Bradford, Richburg and Cuba Railroad Company of Pennsylvania.

Stations.

Number of stations on main road : Passenger, 5 ; freight, 5 ; total,	5
Number of stations on leased road : Passenger and freight,	10
Number of engine-houses and shops in Pennsylvania, 1 ; total number entire road,	2
Number of wood and water stations on main road,	1
Number of wood and water stations on leased roads, . . .	2
Value of real estate held by the company, exclusive of roadway,	None.
Value of real estate held by the company, exclusive of roadway in Pennsylvania,	None.
Number of tunnels,	None.

How is track laid, and on what foundation? Hemlock ties 6 by 6 inches. 6 feet long, 3,000 to the mile, tamped and surfaced with adjacent material and gravel.

Equipment.	Number.	Average cost of each.
Number of locomotives of more than 10 tons weight,	5	\$8,700 00
Number of first-class passenger cars,	5	2,500 00
Number of baggage, mail, and express cars,	3	1,100 00
Number of freight cars, house cars,	15	420 00
Number of coal, ore, and stone cars,	105	345 00

What kind of train-brake is in use on your road? Eames' vacuum-brake.	
Average number of cars in passenger trains, including baggage cars,	3½
Average number of cars in freight trains,	8
Average weight of passenger trains, including locomotive and tender, in working order,	53 tons.
Average weight of freight trains, including locomotive and tender, in working order,	162 tons.

Employees.

Average number of persons regularly employed by company, including officials,	100
Same in Pennsylvania,	15

DOINGS OF THE YEAR.
Transportation and Total miles run.

Number of miles run by passenger trains,	20,056
Number of miles run by freight trains,	12,432
Number of miles run by coal trains,	None.
Number of through passengers for the year on main road,	None.
Number of passengers (all classes) carried in cars,	41,360
Number of passengers carried one mile,	330,860
Number of passengers carried one mile in Pennsylvania,	55,857
Number of tons of 2,000 pounds of through freight for the year on main road,	None.
Number of tons of freight carried one mile,	285,744
Number of tons of freight carried one mile in Pennsylvania,	50,425
Gross amount of tonnage for the year, (2,000 pounds per ton,)	17,859
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12
Average rate of speed adopted by express trains, including stops, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	9

Monthly Statement of Passengers (all classes) carried in Cars.

July, 1881,	876	October, 1881,	8,662
August, 1881,	2,876	November, 1881,	9,661
September, 1881,	3,931	December, 1881,	16,354

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal,	163	Agricultural products,	169
Bituminous coal,	258	Merchandise and manufactures,	8,293
Petroleum and other oils,	2	Lumber,	8,636
Other iron or castings,	8	Other articles,	98
Stone and lime,	245		

Rate of Fare for Passengers charged for the respective classes per mile.

For first-class through passengers,	5 cents.
For first-class way passengers,	5 cents.
For second-class through passengers,	5 cents.
For second-class way passengers,	5 cents.

Rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile,	8.63 cents.
For through coal, per ton per mile,	8.63 cents.
For local freight, per ton per mile,	8.63 cents.
For local coal, per ton per mile,	8.63 cents.

MONTHLY EARNINGS FOR THE YEAR.**From Transportation of Passengers.**

MONTHS.	Through.	Local.	Total.
January, 1881,
February, 1881,
March, 1881,
April, 1881,
May, 1881,
June, 1881,
July, 1881,	\$181 10	. . . . .
August, 1881,	804 45	. . . . .
September, 1881,	1,854 69	. . . . .
October, 1881,	3,880 15	. . . . .
November, 1881,	4,394 58	. . . . .
December, 1881,	5,478 16	. . . . .
Total,	\$16,543 18	. . . . .

From Transportation of Freight.

MONTHS.	Through.	Local.	Total.
January, 1881,
February, 1881,
March, 1881,
April, 1881,
May, 1881,
June, 1881,
July, 1881,	\$43 99	. . . . .
August, 1881,	299 64	. . . . .
September, 1881,	2,800 31	. . . . .
October, 1881,	5,607 21	. . . . .
November, 1881,	6,608 69	. . . . .
December, 1881,	9,299 46	. . . . .
Total,	\$24,659 30	. . . . .

From all other Sources.

MONTHS.	Mails.	Express.	Miscellaneous.	Total.
January, 1881,
February, 1881,
March, 1881,
April, 1881,
May, 1881,
June, 1881,
July, 1881,
August, 1881,	\$10 00	. . . . .
September, 1881,	45 00	. . . . .
October, 1881,	45 00	. . . . .
November, 1881,
December, 1881,	45 00	. . . . .
Total,	\$145 00	. . . . .

Total passenger earnings for the year,	\$16,543	18
Total freight earnings for the year,	24,659	80
Total earnings from all other sources,	145	00
Total receipts from all sources on whole length of line,	\$41,347	43
Proportion of earnings in Pennsylvania to earnings of whole line, . . .	\$6,992	58

EXPENDITURES CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

Reported by Bradford, Richburg and Cuba Railroad Company of Pennsylvania, under the head of cost.

EXPENDITURES FOR OPERATING DURING THE YEAR.
Cost of maintenance of Way and Buildings.

Repairs of roads, exclusive of bridges and new rails,	\$6,072	88
Repairs of bridges,	3	89
Repairs of fences,	12	25
All other expenses for maintenance of way,	68	50
Total for maintenance of way,	\$6,152	02
Cost per mile of road kept in repair,	\$180	94
Proportion for Pennsylvania,	1,038	60

Cost of maintenance of Motive Power and Cars.

Repairs of locomotives,	\$458	72
Repairs of machinery,	8	13
Repairs of passenger, baggage, and mail cars,	45	09
Repairs of freight cars,	187	83
All other expenses for maintenance of motive power and cars,	750	83
Total for maintenance of motive power and cars,	\$1,450	10
Cost per mile of road operated,	\$42	65
Proportion for Pennsylvania,	244	81

MISCELLANEOUS.

Salaries, wages, and incidentals chargeable to passenger department, .	\$2,376	16
Salaries, wages, and incidentals chargeable to freight department, . .	7,288	96
Wages of switchmen, signalmen, gatekeepers, and watchmen,	326	65
Fuel—coal, cost,	1,620	85
Oil and waste,	524	53
Damages for cattle killed or injured,	93	00
General salaries and office expenses, law expenses, and all other ex- penses (except interest) not included in any of the above items, .	942	08
Total miscellaneous,	\$13,122	23
Amount per mile of road operated,	\$385	95
Proportion for Pennsylvania,	2,215	85
Total expenditures for operating the road,	20,724	85
Expenses per mile of road operated,	609	54
Expenses per mile of single track operated, not including sidings, .	609	54

EARNINGS.

Passenger transportation, local,	\$16,543	13
Freight transportation, local,	24,659	30
All other sources of income,	145	00
Total,	\$41,347	43
Operating Expenses.		
Maintenance of way and buildings,	\$6,152	02
Maintenance of motive power and cars,	1,450	10
Miscellaneous,	13,122	23
Total operating expenses,	20,724	35
Net earnings,	\$20,623	08
Earnings per mile of road operated,	\$1,216	10
Expenses per mile of road operated,	609	54
Net earnings,	\$606	56

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what condition as to rates, use of track, machinery, repairs of cars, etc.? United States; terms not settled.

SLEEPING CARS.

Do sleeping or dining-room cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates? None.

U. S. MAIL.

What is the compensation paid you by the United States Government for the transportation of its mails, and on what terms of service? None.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding, None issued yet.
Amount of stock issued as stock dividends, and dates of issue, None.
Rate and date of all cash dividends on stock of original and consolidated companies, None.

Balance for the year or surplus,	\$20,623	08
Total surplus,	\$20,623	08
Surplus invested as follows:		
Cash and loans,	\$20,623	08

ACCIDENTS TO PERSONS.

None.

STATE OF PENNSYLVANIA, }
County of McKean, } ss :

Personally appeared before me, Richard G. Taylor, president, and John E. Ransom, auditor, of the Bradford, Eldred and Cuba Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) RICHARD G. TAYLOR, *President.*
JOHN E. RANSOM, *Auditor.*

Sworn and subscribed before me, this 8th day of April, A. D. 1882.
E. R. MAYO, *Notary Public.*

REPORT

OF THE

Meadville Railway Company, for the year ending November 30, 1881.

OFFICERS.

Names.	Residences.
James J. Shryock, President,	Meadville, Pa.
F. W. Ellsworth, Secretary,	Meadville, Pa.
G. W. Delamater, Treasurer,	Meadville, Pa.

Names of Directors.	Residences.
Samuel B. Dick,	Meadville, Pa.
G. W. Delamater,	Meadville, Pa.
A. C. Huidekoper,	Meadville, Pa.
A. S. Dickson,	Meadville, Pa.
Walter S. Harper,	Meadville, Pa.
Cyrus Kitchen,	Meadville, Pa.
W. P. Porter,	Meadville, Pa.
S. C. Stratton,	Linesville, Pa.

CAPITAL STOCK.

Capital stock required by law,	\$125,000	00
Capital stock authorized by votes of company,	125,000	00
Capital stock, amount subscribed,	125,000	00
Capital stock, total amount now paid in,	114,785	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1911, bear interest at 6 per cent., which is payable January and July,) amount,	\$125,000	00
Total amount now of funded debt,	\$125,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$48,714	48
The amount now of floating debt,	48,714	48
Total amount now of floating and funded debt,	\$173,714	48
Total cash realized from capital stock and debt,	\$288,499	48

COST.

Total cost of entire road to date, \$288,499 48

CHARACTERISTICS OF ROAD.

Main Line.	MILES.	
	Whole length.	Length in Penn'a.
Length of main line, from Meadville to Linesville,	20½	20½

Gauge.

What is the gauge of your lines? 4 feet 9 inches.

Track.

Miles of steel rail in use, 21
 Weight of rail per yard, iron, 56 lbs.

Bridges and Trestles.

Wooden bridges, number of, 2; aggregate length, . . . 320 feet.
 Wooden trestles, aggregate length, 1,600 feet.

Crossings.

What railroads cross your road at grade in this Commonwealth, and at what locality? None.

What railroads cross your road, either over or under your grade, in this Commonwealth? None.

This road was opened for business on the 4th day of October, 1881, by the Pennsylvania Company, under a lease made for the term of thirty years, from October 1, 1881. The remaining questions will be answered by lessee.

STATE OF PENNSYLVANIA, }
County of Crawford, } ss :

Personally appeared before me, James J. Shryock, president, and G. W. Delamater, treasurer, of the Meadville Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true and correct statement of the condition and affairs of said company, so far as the same purports to be, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

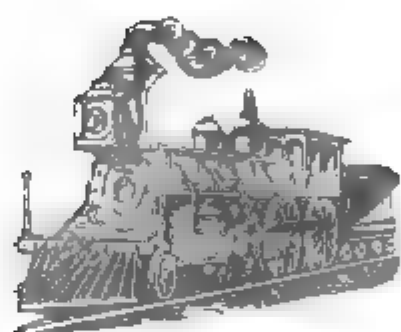
(Signed)

JAMES J. SHRYOCK, *President.*

G. W. DELAMATER, *Treasurer.*

Sworn and subscribed before me, this 20th day of March, A. D. 1882.

GEORGE W. ADAMS, *Notary Public.*



PASSENGER RAILWAY REPORTS.



PASSENGER RAILWAY REPORTS.

REPORT

OF THE

Allentown Passenger Railway Company, for the year
ending October 31, 1881.

OFFICERS.

Names.	Residences.
Samuel Lewis, President,	Allentown, Pa.
Joseph E. Balliet, Secretary and Treasurer,	Allentown, Pa.
C. M. Knauss, General Superintendent,	Allentown, Pa.
General office at Allentown, Pa.	

Names of Directors.	Residences.
Samuel Lewis,	Allentown, Pa.
William Saeger,	Allentown, Pa.
John D. Stiles,	Allentown, Pa.
R. A. Thayer,	Allentown, Pa.
Joseph E. Balliet,	Allentown, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock, amount subscribed,		\$45,260	00
Capital stock paid in by last report,		45,260	00
Capital stock, total amount now paid in,		45,260	00
Capital stock, number of shares issued, scrip, \$260 00,	450		
Capital stock, amount paid in on each share,		100	00
Capital stock, par value of each share,		100	00
Capital stock, average market value during the year,		8	75

DEBT.

Funded Debt.			
First mortgage bonds, (due January 18, 1880. bear interest at 6 per cent., which is payable semi-annually,) amount,		\$12,000	00
Total amount now of funded debt,		\$12,000	00
Funded debt, as per last report,	\$12,000 00		

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$24,992	04	\$24,992	04
Equipment,	11,426	09	12,926	09
Total cost,	\$36,418	13	\$37,918	13

CHARACTERISTICS OF ROAD.

Length of road laid,	3.44 miles.
Length of double track, including sidings,	2 sidings.
Gauge of road,	4 feet 8½ inches.
Weight of rail per yard on main track,	19 pounds.
Number of car-houses, shops, and stables,	2
Number of depots,	1
Number of first-class passenger cars,	2
Average value of each,	\$500 00
Number of second-class passenger cars,	4
Average value of each,	\$275 00
Number of passengers that may be seated in each car,	30
Number of other cars: 1 repair car, 1 mail truck, 4 sleighs, 1 omnibus, 1 coach.	
Number of horses and mules owned by the company,	20
Average value of each, including harness,	\$107 00
Value of real estate held, exclusive of roadway,	\$12,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4
Number of trips each day,	40
How many miles does each horse travel daily?	12
How is track laid, and on what foundation? String pieces and cross-ties on cinder and stone foundation.	
Average time consumed by cars in passing over the road,	1 hour.

Describe the route of your road in detail, giving the streets occupied and connection with other roads: Starting on Hamilton street, near Ninth; thence down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, down Fourth to Hamilton; thence along said street to the Lehigh and Susquehanna railroad depot, crossing the Jordan and Lehigh bridges and Lehigh Valley railroad track, another branch of the road branching off to Second street; thence along said street south to the Lehigh Valley railroad depot; thence along the Lehigh Valley railroad to East Penn junction, crossing the county bridge; the main track of the road being continued on Second street north to Linden, along Linden to Ridge ave-

nue, up Ridge avenue to Gordon, down Gordon to Front, to the terminus of the road at Allentown furnace.

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1880,	12,806	June, 1881,	14,414
December, 1880,	13,710	July, 1881,	17,119
January, 1881,	11,213	August, 1881,	16,937½
February, 1881,	10,000	September, 1881,	16,964
March, 1881,	13,681	October, 1881,	14,303½
April, 1881,	13,370		
May, 1881,	13,955	Total,	167,973

Rate of Fare for Passengers charged.

Single fare: 5 to August 1, 1881, now	10 cents.
Tickets in packages of four sold for	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$768	60
Repairs of building,	241	77
Taxes on real estate,	129	01
Total,	\$1,139	38
Operating the Road.		
On account of horses,	401	00
Harness and repairs,	111	12
Repairs to cars,	345	38
Horse shoeing,	375	73
Hay and feed,	3,678	14
Office expenses, stationery, and depot expenses,	68	68
Salaries,	599	94
Insurance,	87	00
Watchmen, switchmen, hostlers, pay-roll,	2,813	87
General expense of stable,	14	46
Track cleaning,	259	78
Fluid, fuel, oil, and gas,	85	17
Total,	\$9,979	.65

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
November, 1880,	\$636	40	.	.	.	.	.	.	\$636 40
December, 1880,	708	40	.	.	.	.	.	.	708 40
January, 1881, .	636	10	\$140	00	.	.	.	.	776 10
February, 1881, .	668	75	200	00	.	.	.	.	868 75
March, 1881, . .	708	55	.	.	.	.	.	.	708 55
April, 1881, . . .	728	90	.	.	.	.	.	.	728 90
May, 1881, . . .	706	95	.	.	.	.	.	.	706 95
June, 1881, . . .	737	65	50	00	.	.	.	.	787 65
July, 1881, . . .	1,040	20	.	.	.	.	.	.	1,040 20
August, 1881, . .	1,740	35	588	76	.	.	\$24 58	.	2,353 69
September, 1881,	1,538	33	75	59	.	.	5 97	.	1,619 89
October, 1881, . .	1,239	55	.	.	.	.	.	.	1,239 55
Total,	\$11,090	13	\$1,054	35	.	.	\$30 55	.	\$12,175 08

SUMMARY OF PAYMENTS.

For construction—coach line,	\$1,500	00
For maintaining the road or real estate of the corporation, and operating the road,	9,979	65
For interest,	799	20
For miscellaneous,	26	21
For municipal taxes,	186	54
For State taxes,	100	72
Total,	\$12,601	82

GENERAL BALANCE SHEET, NOVEMBER 1, 1881.

DR.			
Construction,	\$24,992	04	
Car account,	7,120	57	
Coach line,	1,500	00	
Live stock account,	3,938	75	
Real estate,	15,785	86	
Tools,	138	71	
Harness,	366	77	
Furniture,	15	00	
Cash,	503	62	
Profit and loss,	2,809	18	
	\$57,260	00	
CR.			
Stock,	\$45,260	00	
Mortgage,	12,000	00	
	\$57,260	00	

STATE OF PENNSYLVANIA, }
County of Lehigh, } ss :

Personally appeared before me, Samuel Lewis, president, and Joseph E. Balliet, treasurer, of the Allentown Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) SAMUEL LEWIS, *President.*
J. E. BALLIET, *Treasurer.*

Sworn and subscribed before me, this 9th day of December, A. D. 1881.
EDWARD RUHE, *Notary Public.*

R E P O R T
OF THE
Bradford and Kendall Passenger Railway Company,
for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George A. Berry, President,	Bradford, Pa.
Andrew Irvine, Secretary,	Bradford, Pa.
Enos Parsons, Treasurer,	Bradford, Pa.
N. B. Parsons, General Superintenaent,	Bradford, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
George A. Berry,	Bradford, Pa.
Thomas Connelly,	Bradford, Pa.
T. H. Tomlinson,	Bradford, Pa.
George R. Wetmore,	Bradford, Pa.
Enos Parsons,	Bradford, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$12,000	00
Capital stock authorized by votes of company,	100	00
Capital stock, amount subscribed,	12,000	00
Capital stock paid in by last report,	8,610	78
Capital stock, total amount now paid in,	12,000	00
Capital stock, number of shares issued, 242		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	55	00

DEBT.

Total cash realized from capital stock and debt,	\$12,000 00
--	-------------

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$12,410	84	\$12,595	84
Equipment,	1,430	39	4,131	22
Total cost,	\$13,841	23	\$16,727	06

CHARACTERISTICS OF ROAD.

Length of road laid,	8,070 feet.
Length of double track, including sidings,	70 feet.
Gauge of road,	4 feet 8 inches.

Weight of rail per yard on main track,	38 pounds.
Number of car-houses, shops, and stables,	2
Number of depots,	2
Number of first-class passenger cars,	3
Average value of each,	\$300 00
Number of horses and mules owned by the company,	9
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	\$800 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	6,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	3
Number of trips each day,	34
How many miles does each horse travel daily?	13
How is track laid, and on what foundation? Plank and stone.	
Average time consumed by cars in passing over the road,	30 minutes.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	21,124	September, 1881,	30,518
February, 1881,	23,848	October, 1881,	27,505
March, 1881,	25,230	November, 1881,	24,012
April, 1881,	23,983	December, 1881,	23,413
May, 1881,	27,836		
June, 1881,	31,192	Total,	320,143
July, 1881,	27,819		
August, 1881,	33,718		

Rate of Fare for Passengers charged.

Single fare,	5 cents.
------------------------	----------

EXPENSES.

These items are all included in operating and expense accounts.

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881,	\$1,192	43	.	.	.	.	.	.	.
February, 1881,	1,296	83	.	.	.	.	.	.	.
March, 1881,	1,261	52	.	.	.	.	.	.	.
April, 1881,	1,196	83	.	.	.	.	.	.	.
May, 1881,	1,391	82	.	.	.	.	.	.	.
June, 1881,	1,558	60	.	.	.	.	.	.	.
July, 1881,	1,390	97	.	.	.	.	.	.	.
August, 1881,	1,685	88	.	.	.	.	.	.	.
September, 1881,	1,525	90	.	.	.	.	.	.	.
October, 1881,	1,375	25	.	.	.	.	.	.	.
November, 1881,	1,200	60	.	.	.	.	.	.	.
December, 1881,	1,170	66	.	.	.	.	.	.	.
Total,	\$16,247	29	.	.	.	.	.	.	.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$7,575	81
For dividends,	4,598	00
For new passenger cars, horses, and property,	561	17
For miscellaneous. expense account,	3,908	88
For municipal taxes,	44	40
Total,	\$16,688	26

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.		\$12,595	84
Cost of construction,		7,304	60
Cost of sundry expense,		4,131	22
Cost of property owned by company,		7,575	81
Cost of operating road,		7,381	00
Cost of dividends paid,		470	17
Surplus in treasury,		\$39,458	64
CR.			
Capital stock,		\$12,000	00
Stock authorized by vote of company,		100	00
Receipts of road,		27,358	64
		\$39,458	64

STOCK AND DIVIDENDS.

Rate and date of all cash dividends on stock original :			
Aug. 5, 1880, 10 per cent.,		\$1,210	00
Sept. 20, 1880, 3 per cent.,		363	00
Nov. 20, 1880, 10 per cent.,		1,210	00
March 20, 1881, 10 per cent.,		1,210	00
April 20, 1881, 5 per cent.,		605	00
May 20, 1881, 5 per cent.,		605	00
June 20, 1881, 3 per cent.,		363	00
July 20, 1881, 3 per cent.,		363	00
Aug. 20, 1881, 3 per cent.,		363	00
Nov. 20, 1881, 3 per cent.,		363	00
Dec. 20, 1881, 6 per cent.,		726	00
		\$7,381	00

STATE OF PENNSYLVANIA, }
County of McKean, } ss:

Personally appeared before me, George A. Berry, president, and Enos Parsons, treasurer, of the Bradford and Kendall Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)GEO. A. BERRY, *President.*
ENOS PARSONS, *Treasurer.*

Sworn and subscribed before me, this 19th day of January, A. D. 1882.

D. H. JACK, *Notary Public.*

REPORT
OF THE
*Citizens' Passenger Railway Company, for the year
ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
George Williams, President,	Philadelphia.
John Q. Adams, Secretary,	Philadelphia.
Charles J. McClary, Treasurer,	Philadelphia.
J. C. Williams, General Superintendent,	Philadelphia.

General office at N. W. corner Twelfth street and Susquehanna avenue, Phila.

<i>Names of Directors.</i>	<i>Residences.</i>
William McClary,	Philadelphia.
John McCarthy,	Philadelphia.
J. Douglas Brown,	Philadelphia.
Charles E. Ellis,	Philadelphia.
John H. Mollwain,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, paid in by last report,	192,500	00
Capital stock, total amount now paid in,	192,500	00
Capital stock, number of shares issued, 10,000		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	185	00

DEBT.

Total cash realized from capital stock and debt, \$192,500 00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$118,745	15	\$118,745	15
Equipment,	187,932	19	187,932	19
Total,				

CHARACTERISTICS OF ROAD.

Length of road laid, about 10 miles.
Gauge of road, 5 feet 2 inches.
Weight of rail per yard on main track, 45 and 47 lbs.
Number of car-houses, shops, and stables : 2 car-houses ;
3 shops ; 3 stables.

Number of depots,	2
Number of first-class passenger cars,	59
Average value of each,	\$300 00
Number of second-class passenger cars,	6
Average value of each,	\$150 00
Number of passengers that may be seated in each car, . .	22
Number of other cars: 2 snow-plows; 3 sweepers.	
Number of horses and mules owned by the company, . .	405
Average value of each, including harness,	\$75 00
Value of real estate, exclusive of roadway,	\$155,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day,	336
How many miles does each horse travel daily? . .	21½
How is track laid, and on what foundation? Yellow pine stringers and cross-ties, on gravel.	
Average time consumed by cars in passing over the road:	
Main line,	93 minutes.
Branch line,	18 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From depot at Twelfth and Susquehanna avenue; up Twelfth to Colona; down Colona to Eleventh; down Eleventh to Diamond; down Diamond to Tenth; down Tenth to Mifflin; up Mifflin to Twelfth; up Twelfth to Wharton; down Wharton to Eleventh; up Eleventh to Susquehanna avenue; up Susquehanna avenue to depot at Twelfth street.

Branch road on Eleventh street, from Nevada to Cambria.

Monthly Statement of Passengers (all classes) carried in Cars.

January 1881,	464,656	August, 1881,	445,635
February, 1881,	410,456	September, 1881,	493,210
March, 1881,	461,033	October, 1881,	535,363
April, 1881,	483,145	November, 1881,	506,120
May, 1881,	503,843	December, 1881,	544,467
June, 1881,	484,484		
July, 1881,	456,481	Total,	5,788,943

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages of four sold for,	24 cents
Transfer tickets,	9 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.				
Repairs of road-bed and railway,	\$14,646	98		
Repairs of building,	2,578	93		
Tax on real estate,	901	71		
Total,	\$18,127	62		
Operating Expenses.				
On account of horses,	17,299	80		
Harness and repairs,	1,542	23		
Repairs to cars,	8,748	00		
Horse shoeing,	7,328	14		
Hay and feed,	64,887	00		
Office expenses, stationery, and depot expenses. Included in miscellaneous.				
Salaries and wages,	103,283	17		
Insurance,	1,213	12		
Watchmen, switchmen, hostlers, pay-roll. Included in salaries and wages.				
General expense of stable. Included in drugs, medical attendance, and wages.				
Conductors and drivers. Included in salaries and wages.				
Fluid, oil, and gas,	1,620	41		
Damage for injury of persons,	375	00		
Total,	\$224,425	18		
NOTE.—The following expenditures were made, and are not included in the foregoing sum of				
Royalty on registers,	\$224,425	18		
Drugs and medical attendance,	1,687	50		
Printing,	618	19		
Examination by detectives,	999	25		
City license for cars,	1,313	46		
City tax on dividends,	2,481	25		
City tax on horses,	6,900	00		
State taxes,	418	01		
Miscellaneous,	8,459	79		
Interest on Empire bonds,	3,174	59		
	6,600	00		
Total,	\$257,077	23		

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881,	\$23,073	54	\$250	00			\$4,870	18	\$28,193 72
February, 1881,	20,070	70			\$373	00	4,397	61	25,341 31
March, 1881,	23,361	09					4,986	56	28,347 65
April, 1881,	24,920	30					5,338	26	30,258 56
May, 1881,	25,841	79			931	00	5,392	68	32,165 47
June, 1881,	24,487	19					5,084	86	29,572 05
July, 1881,	22,855	94					4,562	27	27,418 21
August, 1881,	22,311	55			907	25	4,286	27	27,505 07
September, 1881,	25,113	84					5,112	23	30,226 07
October, 1881,	27,617	77					5,796	12	33,413 89
November, 1881,	26,282	79			893	00	6,928	13	34,103 92
December, 1881,	28,411	55					7,598	07	36,009 62
Total,	\$294,348	05	\$250	00	\$3,604	25	\$64,853	24	\$362,555 54

SUMMARY OF PAYMNTTS.

For maintaining the road or real estate of the corporation, and oper- ating the road,	\$214,016	66
For interest,	8,600	00
For dividends,	115,000	00
For new passenger cars and horses,	17,299	80
For municipal taxes,	10,700	97
For State taxes,	8,459	79
Total,	\$372,077	22
Total amount of surplus fund,	\$20,107	46

NOTE.—Of the receipts from other sources, \$63,782 85, were received from the Empire Passenger Railway Company, under lease.

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction, equipment, and real estate,	\$448,726	39	
Surplus fund,	20,107	46	
	\$468,833	85	
CR.			
Capital stock paid in,	\$192,500	00	
Surplus reserve, and profit and loss, all of which, except \$20,017 46, has been expended in construction, equipment, and real estate, . . .	276,833	85	
	\$468,833	85	

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate and preference, and
for what issued, None.
Amount of common stock now outstanding, \$10,000 00
Amount of stock issued as stock dividends, and dates of
issue, None.
Rate and date of all cash dividends on stock of original and consolidated
companies : January 1, 1881, \$3 per share ; April 1, 1881, \$2 50 per share ;
July 1, 1881, \$3 per share ; October 1, 1881, \$3 per share.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1

Statement of each Accident.

John Williams, slightly injured in shoulder, at Eleventh and Hunter
streets.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, George Williams, president, and Charles J. McClary, treasurer, of the Citizens' Passenger Railway Company, who, being duly affirmed; do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

GEO. WILLIAMS, *President.*
CHAS. J. McCLARY, *Treasurer.*

Affirmed and subscribed before me, this 21st day of January, A. D. 1882.
R. M. HARTLEY, *Notary Public.*

R E P O R T

OF THE

*Citizens' Passenger Railway Company, for the year
ending November 10, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Joseph S. Brown, President,	Allegheny City.
A. Murdock, Secretary,	Allegheny City.
John G. Holmes, Treasurer,	Pittsburgh.
Murry A. Verner, General Superintendent,	Pittsburgh.
<i>Names of Directors.</i>	<i>Residences.</i>
Joseph S. Brown,	Allegheny City.
James Verner,	Pittsburgh.
W. W. Sheer,	Allegheny City.
Lewis Peterson,	Allegheny City.
Murry A. Verner,	Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$200,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, paid in by last report,	192,000	00
Capital stock, total amount now paid in,	192,000	00
Capital stock, number of shares issued, 4,000		
Capital stock, amount paid in on each share,	48	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year, . . . No sales.		

Funded Debt.		
First mortgage bonds, (due July 1, 1900, bear interest at 5 per cent.,) amount,	\$50,000	00
Total amount now of funded debt,	\$50,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$4,000	00
Debt incurred for any other purpose, and for what: Miscellaneous,	245	13
The amount now of floating debt,	4,245	13
Total amount now of floating and funded debt,	\$54,245	13
Funded debt as per last report,	\$50,000	00
Floating debt as per last report,	5,754	84

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$150,667	28	\$130,646	37
Equipment,	85,277	00	49,923	97
Total cost,	\$185,944	28	\$180,570	34

CHARACTERISTICS OF ROAD.

Length of road laid,	7½ miles.
Length of double track, including sidings,	12 miles.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	43 pounds.
Number of car-houses, shops, and stables,	6
Number of depots,	2
Number of first-class passenger cars,	41
Average value of each,	\$600
Number of second-class passenger cars,	6
Average value of each,	\$300
Number of passengers that may be seated in each car,	24
Number of other cars,	2
Number of horses and mules owned by the company,	250
Average value of each, including harness,	\$100
Value of real estate held, exclusive of roadway,	\$8,689,843
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5

Number of trips each day, 216
How many miles does each horse travel daily ? 19½
How is track laid and on what foundation? Pine stringers
and cross-ties, gravel, and clay bed.
Average time consumed by cars in passing over the road, 40 minutes.
Describe the route of your road in detail, giving the streets occupied,
and connection with other roads. On Penn avenue to Butler street; along
Butler to Cemetery; thence to Sharpsburgh and Lawrenceville bridge, on
extension of Butler street, and from intersection of Penn avenue and But-
ler street; along Penn avenue to East Liberty.

Monthly Statement of Passengers (all classes) carried in cars.

November, 1880,	172,794	July, 1881,	380,367
December, 1880,	298,221	August, 1881,	369,148
January, 1881,	301,019	September, 1881,	377,365
February, 1881,	267,322	October, 1881,	403,130
March, 1881,	312,541	November, 1881,	120,287
April, 1881,	322,614		
May, 1881,	384,269	Total,	4,063,640
June, 1881,	354,563		

Rate of Fare for Passengers charged.

Single fare, 6 cents, until September 1, 1881, then reduced to 5 cents.
Tickets in packages of five, sold for 25 cents, and two tickets for . 8 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$12,962	63
Bepairs of building,	204	35
Taxes on real estate,	751	57
Total,	\$13,918	54
Operating the Road.		
On account of horses,	729	32
Harness and repairs,	1,470	96
Repairs to cars,	7,489	91
Horse shoeing,	5,136	25
Hay and feed,	29,791	99
Office expenses, stationery, and depot expenses,	1,232	87
Salaries,	3,400	00
Insurance,	1,015	57
Watchmen, switchmen, hostlers, pay-roll,	17,417	35
General expense of stable,	610	47
Conductors and drivers,	36,969	53
Fluid, fuel, oil, and gas,	1,958	19
Damage for injury of persons,	25	00
Total,	\$121,165	94

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
November, 1880,	\$9,093	93	.	.	.	.	.	.	\$9,093	93
December, 1880,	15,443	91	.	.	.	.	.	.	15,443	91
January, 1881,	15,741	21	.	.	.	.	.	.	15,741	21
February, 1881,	13,992	81	.	.	.	.	.	.	13,992	81
March, 1881,	16,350	62	.	.	.	.	.	.	16,350	62
April, 1881,	16,932	29	.	.	.	.	.	.	16,932	29
May, 1881,	20,219	78	.	.	.	.	.	.	20,219	78
June,	18,620	98	.	.	.	.	.	.	18,620	98
July, 1881,	20,028	84	.	.	.	.	.	.	20,028	84
August, 1881,	19,446	76	.	.	.	.	.	.	19,446	76
September, 1881,	18,680	71	.	.	.	.	.	.	18,680	71
October, 1881,	19,968	71	.	.	.	.	\$182	00	20,100	71
November, 1881,	5,957	86	.	.	.	.	.	.	5,957	86
Total,	\$210,478	41	.	.	.	.	\$182	00	\$210,610	41

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$121,165	94
For interest,	2,740	00
For dividends,	72,000	00
For new passenger cars and horses,	4,513	60
For miscellaneous,	6,921	87
For municipal taxes,	5,328	28
For State taxes,	4,027	13
Total,	\$216,696	82
Total amount of surplus fund,	\$65,297	50

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction,		\$130,646	37
Equipment,		49,923	97
Real estate,		86,898	43
Material on hand,		2,750	00
Miscellaneous,		41,323	86
		\$311,542	63
CR.			
Capital stock,		\$192,000	00
Mortgage account,		4,000	00
Miscellaneous,		245	13
Bond account,		50,000	00
Surplus fund,		65,297	50
		\$311,542	63

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 4,000 shares.
Rate and date of all cash dividends on stock of original and consolidated companies : November 20, 1880, \$8 per share ; June 10, 1881, \$5 per share ; August 8, 1881, \$5 per share.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.	4	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	4

Statement of each Accident.

May 30, 1881. A man, name unknown, run over by car, between Twelfth and Thirteenth streets, and severely injured.

May 31. Frank Hilderback (boy) jumped off car between Thirty-first and Thirty-second streets, just in front of another car approaching; run over and seriously injured.

June 18. Charles Push (adult) fell off car between Twenty-ninth and Thirtieth streets, and slightly injured.

July 5. Man, unknown, fell off car near Thirtieth street, just as a wagon was approaching, and run over by same; seriously injured.

STATE OF PENNSYLVANIA, } ss :
County of Allegheny, city of Pittsburgh, }

Personally appeared before me, Joseph S. Brown, president, and A. Murdock, for treasurer, of the Citizens' Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending 10th of November, A. D. 1881, according to the best of their knowledge and belief.

(Signed) JOSEPH S. BROWN, *President.*
A. MURDOCK, for *Treasurer.*

Sworn and subscribed before me, this 31st day of December, A. D. 1881.
B. McKENNA, *Alderman.*

REPORT
OF THE
Central Passenger Railway Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
E. P. Jones, President,	Pittsburgh, Pa.
Charles P. Duff, Secretary,	Pittsburgh, Pa.
E. R. Jones, Treasurer,	Pittsburgh, Pa.
R. G. Herron, General Superintendent,	Pittsburgh, Pa.
General office at Pittsburgh, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
E. P. Jones,	Pittsburgh, Pa.
R. G. Herron,	Pittsburgh, Pa.
George I. Whitney,	Pittsburgh, Pa.
John T. Patterson,	Pittsburgh, Pa.
Charles P. Duff,	Pittsburgh, Pa.
R. J. Powers,	Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$30,000	00
Capital stock authorized by votes of company,	30,000	00
Capital stock, amount subscribed,	27,750	00
Capital stock paid in by last report,	27,750	00
Capital stock, total amount now paid in,	27,750	00
Capital stock, number of shares issued, 551		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due August 1, 1889, bear interest at 6 per cent., which is payable August and February,) amount,	\$15,000	00
Total amount now of funded debt,	\$15,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$4,918 96		
Debt incurred for any other purpose, 151 65		
The amount now of floating debt,	5,070	61
Total amount now of floating and funded debt,	\$20,070	61
Funded debt as per last report, \$15,000 00		
Floating debt as per last report, 1,974 21		

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$40,608	72	\$40,626	81
Equipment,	9,740	85	12,583	80
Total cost,	\$50,349	67	\$53,210	61

CHARACTERISTICS OF ROAD.

Length of road laid,	3 miles.
Length of double track, including sidings,	1 mile.
Gauge of road,	5½ feet.
Weight of rail per yard on main track,	45 pounds.
Number of car-houses, shops, and stables,	All in one building.
Number of depots,	2
Number of first-class passenger cars,	8
Average value of each,	\$500 00
Number of passengers that may be seated in each car,	14 and 16
Number of other cars,	2
Number of horses and mules owned by the company,	56
Average value of each, including harness,	\$125 00
Value of real estate held, exclusive of roadway,	\$5,500 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4
Number of trips each day, (per car,)	8 and 9
How many miles does each horse travel daily?	18
How is track laid and on what foundation? Ties and stringers.	
Average time consumed by cars in passing over the road,	42 min.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Commencing corner of Herron avenue and Thirty-third street, along Herron avenue to Centre avenue, to Fulton street, to Wylie avenue, to Fifth avenue, to Grant street, to Fourth avenue, to Market street, to Third avenue, to Grant street. Connecting with Pittsburgh, Oakland and East Liberty railway, at Fifth avenue; South Side railway, at Fourth avenue; Pittsburgh and Birmingham, at Smithfield street, and Transverse railway, at Wood street.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	42,617	August, 1881,	51,682
February, 1881,	33,309	September, 1881,	57,076
March, 1881,	43,336	October, 1881,	55,796
April, 1881,	45,969	November, 1881,	47,832
May, 1881,	55,425	December, 1880,	35,994
June, 1881,	52,818		
July, 1881,	55,550	Total,	577,406

Rate of Fare for Passengers charged.

Single fare, 10 up and 5 down.
Tickets in packages of four, sold for, (2 up and 2 down,) 20 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$2,846	70
Repairs of building,	255	00
Total,	\$2,601	70
Operating the Road.		
On account of horses,	1,260	65
Harness and repairs,	180	79
Repairs to cars,	2,199	35
Horse shoeing,	1,840	34
Hay and feed,	9,716	89
Office expenses, stationery, and depot expenses, general expenses and taxes,	1,828	38
Insurance,	392	35
Watchmen, switchmen, hostlers, pay-roll, and salaries,	4,873	50
General expense of stable,	263	75
Fluid, fuel, oil, and gas,	198	15
Total,	\$22,754	15

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881,	\$1,670	55	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
February, 1881,	1,443	35	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
March, 1881,	1,730	45	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
April, 1881,	1,953	95	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
May, 1881,	2,327	15	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
June, 1881,	2,302	25	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
July, 1881,	2,328	85	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
August, 1881,	2,158	15	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
September, 1881,	2,513	45	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
October, 1881,	2,422	70	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
November, 1881,	1,986	95	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
December, 1881,	1,528	55	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Total,	\$24,366	35	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	\$24,366 35

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$25,355	85
For interest,	927	82
Total,	\$26,283	17
Total amount of surplus fund,	\$5,390	00

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction, equipment, and real estate,		\$53,210	61
CR.			
Capital stock paid in,		\$27,750	00
Bonds,		15,000	00
Bills payable,		5,070	61
Surplus capital expended in construction, equipment, &c.,		5,390	00
		\$53,210	61

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	551 shares.
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, R. G. Herron, superintendent of the Central Passenger Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) R. G. HERRON, Superintendent.

Sworn and subscribed before me, this 27th day of January, A. D. 1882.
B. McKENNA, Alderman.

REPORT

OF THE

Coalville Passenger Railway Company, for the year
ending November 30, 1881.

OFFICERS.	
Names.	Residences.
Charles A. Miner, President,	Wilkes-Barre.
George Loveland, Secretary and Treasurer,	Wilkes-Barre.
Albert S. Orr, General Superintendent,	Wilkes-Barre.
Names of Directors.	Residences.
Charles A. Miner,	Wilkes-Barre.
Elias Robins,	Wilkes-Barre.
John G. Wood,	Wilkes-Barre.
George W. Kirkendall,	Wilkes-Barre.
Isaac M. Thomas,	Wilkes-Barre.

CAPITAL STOCK.		
Capital stock authorized by law, with privilege of increasing,	\$50,000	00
Capital stock authorized by votes of company,	68,000	00
Capital stock, amount subscribed,	62,675	00
Capital stock paid in by last report,	62,675	00
Capital stock, total amount now paid in,	62,675	00
Capital stock, number of shares issued,	626	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.		
Funded Debt.		
First mortgage bonds, (due April 22, 1885, bear interest at 6 per cent., which is payable semi-annually in April and October,) amount,	\$15,000	00
Total amount now of funded debt,	\$15,000	00
Floating Debt.		
The amount now of floating debt, including interest on mortgage,	2,881	31
Total amount now floating and funded debt,	\$17,881	31
Funded debt as per last report,	\$15,000	00
Floating debt as per last report,	4,242	90

COST OF ROAD AND EQUIPMENT.				
	By last report.		By present report.	
Construction,	\$38,348	76	\$38,348	77
Equipment,	8,568	25	8,568	25
Total cost,	\$46,917	01	\$46,917	01

CHARACTERISTICS OF ROAD.

Length of road laid, including sidings,	2½ miles
Gauge of road,	4 feet 8½ inches
Weight of rail per yard on main track,	20 and 34 lbs
Number of car-houses, shops, and stables,	One of each.
Number of depots,	1
Number of first-class passenger cars,	4
Average value of each,	\$400 00
Number of second-class passenger cars,	None.
Number of passengers that may be seated in each car, . .	14
Number of other cars,	None.
Number of horses and mules owned by the company, . .	9
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway, cost of, including furniture,	\$27,049 89
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	2,045
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4
Number of trips each day,	20
How many miles does each horse travel daily?	26
How is track laid, and on what foundation? 20 lb. on cross-ties, 34 lb. on stringers.	

Average time consumed by cars passing over the road, 45 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Commences near the depot of the Lehigh and Susquehanna railroad, at Ashley, runs thence to the borough of Ashley and along the back road through the township of Hanover to the city of Wilkes-Barre, thence along Hazle avenue to Washington street, thence along Washington street to East Market street.

Monthly Statement of Passengers (all classes) carried in cars.

December, 1880,	8,484	July, 1881,	9,107
January, 1881,	6,542	August, 1881,	10,023
February, 1881,	6,146	September, 1881,	10,433
March, 1881,	8,005	October, 1881,	9,965
April, 1881,	6,768	November, 1881,	11,350
May, 1881,	8,616		
June, 1881,	7,840	Total,	<u>103,288</u>

Rate of Fare for Passengers charged.

Single fare to Dana street, five cents ; to Newtown and Ashley, 10 cents. Tickets in packages of twenty-five sold for \$1 to Dana street.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$366	56
Repairs of building,	480	22
Taxes on real estate,	98	78
Total,	\$945	51
Operating the Road.		
On account of horses,	205	00
Harness and repairs,	53	60
Repairs to cars,	365	03
Horse shoeing,	185	83
Hay and feed,	1,307	69
Office expenses, stationery, and depot expenses,	5	25
Salaries,	1,020	00
Insurance,	45	00
Watchmen, switchmen, hostlers, pay-roll. Included in general stable expense.		
General expense of stable,	474	06
Conductors and drivers,	856	80
Fluid, fuel, oil, and gas,	9	06
Total,	\$5,472	83

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
December, 1880,	\$608	95	\$40	00	.	.	.	.	\$648 95
January, 1881, .	459	75	25	00	.	.	.	.	484 75
February, 1881, .	429	65	55	00	.	.	.	.	484 65
March, 1881, . .	569	45	40	00	.	.	.	.	609 45
April, 1881, . . .	495	65	40	00	.	.	.	.	535 65
May, 1881,	619	55	40	00	.	.	.	.	659 55
June, 1881,	569	45	67	50	.	.	.	.	636 95
July, 1881,	645	30	25	00	.	.	.	.	670 30
August, 1881, . . .	714	50	40	00	\$11	00	.	.	765 50
September, 1881, .	733	00	35	00	.	.	.	.	768 00
October, 1881, . .	697	80	30	00	.	.	.	.	727 80
November, 1881, .	792	49	25	00	13	00	\$180	95	961 44
Total,	\$7,335	54	\$462	50	\$24	00	\$180	95	\$7,952 99

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$5,472	83
For interest,	959	28
For miscellaneous,	98	05
For municipal taxes. Included in taxes on real estate.		
For State taxes,	56	09
Total,	\$6,586	25
Total amount of surplus fund,	\$1,366	74

GENERAL BALANCE SHEET, DECEMBER 1, 1881.

DR.			
Construction,	\$38,348 76		
Equipment,	8,568 25		
		\$46,917	01
Real estate, (cost of, including furniture,)		27,049	89
Interest dividends in stock in 1870, 1871, and 1872,		6,211	48
Inventory of articles, not included in equipment, &c.,		317	50
Judgments, accounts, &c.,		339	50
		\$80,835	37
CR.			
Capital stock,	\$62,675 00		
Mortgage,	15,000 00		
Floating debt, including interest on mortgage,	2,881 31		
Profit and loss,	279 06		
		\$80,835	37

STATE OF PENNSYLVANIA, }
County of Luzerne, } ss :

Personally appeared before me, Charles A. Miner, president, and George Loveland, treasurer, of the Coalville Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

CHARLES A. MINER, *President.*
GEORGE LOVELAND, *Treasurer.*

Sworn and subscribed before me, this 30th day of February, A. D. 1881.
THOMAS H. ATHERTON, *Notary Public.*

REPORT

OF THE

Continental Passenger Railway Company, for the year
ending December 31, 1881.

OFFICERS.

Names.	Residences.
William L. Elkins, President,	—
John B. Peddle, Secretary and Treasurer,	—
Jacob C. Petty, General Superintendent,	—
General offices at south-east corner of Twenty-third and Brown streets, Philadelphia.	

Names of Directors.	Residences.
P. A. B. Widener,	Philadelphia.
Henry C. Howell,	Philadelphia.
Samuel Daniels,	Philadelphia.
William J. Elliott,	Philadelphia.
M. S. Quay,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, total amount now paid in,	580,000	00
Capital stock, number of shares issued,	20,000	
Capital stock, amount paid in on each share: \$15 on 12,000, \$35 on 2,000, \$55 on 6,000.		

DEBT.

Funded Debt.		
First mortgage bonds, (due July, 1909, bear interest at 6 per cent., which is payable January and July,) amount,	\$350,000	00
Total amount now of funded debt,	\$350,000	00
Total amount now of floating and funded debt,	350,000	00
Funded debt as per last report,	\$350,000	00
Total cash realized from capital stock and debt,	\$580,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction and real estate,	\$274,879	25	\$274,879	25
Equipment,	105,476	74	105,476	74
Total cost,	\$380,355	99	\$380,355	99

CHARACTERISTICS OF ROAD.

Length of road laid,	9½ miles.
Length of double track, including sidings,	None.
Guage of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 to 56
Included in the report of the Union Passenger Railway Company of Philadelphia.	

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages of four sold for,	24 cents.

EXPENSES.

Included in the report of the Union Passenger Railway Company of Philadelphia.

RECEIPTS.

Received from the Union Passenger Railway Company,
rental, \$120,000 00

SUMMARY PAYMENTS.

Dividends: January, 1881, \$60,000; July, 1881, \$60,000,	\$120,000	00
Total,	\$120,000	00

GENERAL BALANCE SHEET, JANUARY 1, 1882.

Included in account of the Union Passenger Railway Company.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, William L. Elkins, president, and John B. Peddle, treasurer, of the Continental Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officer and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) W. L. ELKINS, *President.*
J. B. PEDDLE, *Treasurer.*

Sworn and subscribed before me, this 19th day of January, A. D. 1882.
JOHN J. FRANKLIN,
Deputy Recorder, City of Philadelphia.

REPORT

OF THE

Easton and South Easton Passenger Railway Company for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
H. A. Sage, President,	Easton, Pa.
H. W. Cooley, Secretary and Treasurer,	Easton, Pa.
Elisha Burwell, Superintendent,	South Easton, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Charles Seltz,	Easton, Pa.
I. H. Holt,	Easton, Pa.
Charles Stewart,	Easton, Pa.
John I. Kinsey,	South Easton, Pa.
William Gould,	South Easton, Pa.
Gamble Young,	South Easton, Pa.
Peter S. Beldler,	South Easton, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$75,000	00
Capital stock, amount subscribed,	29,562	50
Capital stock paid in by last report,	29,562	50
Capital stock, total amount now paid in,	29,562	50
Capital stock, number of shares issued, 1,182½		
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year,	None sold.	

DEBT.

Floating Debt.		
Debt incurred for any other purpose, and for what: For maintaining and operating the road, (estimated,)	\$6,800	00
The amount now of floating debt,	\$6,800	00
Total amount now of floating and funded debt,	\$6,800	00
Floating debt as per last report,	\$8,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$18,960	05	\$18,960	05
Equipment,	7,002	45	7,002	45
Total cost,	\$25,962	50	\$25,962	50

CHARACTERISTICS OF ROAD.

Length of road laid,	1½ miles.
Length of double track, including sidings,	¼ mile.
Gauge of road,	5 ft. 2 inches.
Weight of rail per yard on main track,	43 pounds.
Number of car-houses, shops, and stables: 1 car-house, 1 stable.	
Number of depots,	1
Number of first-class passenger cars,	4
Average value of each,	\$300 00
Number of second-class passenger cars,	None.

Number of passengers that may be seated in each car, . .	20 in 1, 14 in 4
Number of horses and mules owned by the company, . .	18
Average value of each, including harness,	\$125 00
Value of real estate held, exclusive of roadway,	\$4,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4½
Number of trips each day, (except Sunday, 30,)	47
How many miles does each horse travel daily?	20½
How is track laid, and on what foundation? Stringers and cross-ties.	

Average time consumed by cars in passing over the road, 20 minutes.

Describe the route of your road in detail, giving the streets occupied and connection with other roads: Starting in South Easton, corner of Canal and Lehigh streets, thence by Canal street and public highway to the bridge crossing the Lehigh river, thence by Third street, in Easton, to Centre square.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	10,915	September, 1881,	14,823
February, 1881,	9,578	October, 1881,	13,671
March, 1881,	12,286	November, 1881,	13,667
April, 1881,	12,836	December, 1881,	16,114
May, 1881,	13,398	Total,	163,587
June, 1881,	13,626		
July, 1881,	15,882		
August, 1881,	16,794		

Rate of Fare for Passengers charged.

Single fare,	5 cents
------------------------	---------

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$144	84
Repairs of building,	86	07
Taxes on real estate,	20	84
Total,	\$251	25
Operating the Road.		
On account of horses,	85	00
Harness and repairs,	101	88
Repairs to cars,	446	11
Horse shoeing,	308	72
Hay and feed,	2,700	00
Office expenses, stationery, and depot expenses,	77	86
Salaries,	550	00
Use of punch,	72	00
Watchmen, switchmen, hostlers, pay-roll,	781	00
General expense of stable,	107	60
Conductors and drivers,	1,737	90
Fluid, fuel, oil, and gas,	119	73
Freight,	57	63
Total,	\$7,146	12

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
January, 1881, .	\$528	10	. . . . .	. .	. . . . .	. .	\$13	29	\$539	39
February, 1881, .	457	58	. . . . .	. .	. . . . .	. .	11	28	468	86
March, 1881, . .	591	08	. . . . .	. .	. . . . .	. .	13	49	604	57
April, 1881, . . .	651	79	. . . . .	. .	. . . . .	. .	14	10	665	89
May, 1881,	644	21	. . . . .	. .	. . . . .	. .	89	89	734	10
June, 1881,	652	35	. . . . .	. .	. . . . .	. .	52	33	704	68
July, 1881,	791	10	. . . . .	. .	. . . . .	. .	17	29	808	39
August, 1881, . .	804	54	. . . . .	. .	\$9	00	365	27	1,178	81
September, 1881,	732	69	. . . . .	. .	. . . . .	. .	29	78	762	47
October, 1881,	664	54	. . . . .	. .	. . . . .	. .	15	59	680	13
November, 1881,	654	40	. . . . .	. .	. . . . .	. .	10	35	664	75
December, 1881,	793	02	\$42	00	. . . . .	. .	317	67	1,152	69
Total,	\$7,963	40	\$42	00	\$9	00	\$950	33	\$8,964	73

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$7,397	37
For interest,	347	93
For new passenger cars and horses,	415	00
For payments to loan account,	659	65
For State taxes,	64	69
Total,	\$8,884	64

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction and equipment account, including real estate,	\$25,962	50	
Hay and feed on hand,	150	00	
Lamps, oil, and stable fixtures,	100	00	
Cash on hand,	129	64	
Profit and loss,	10,020	36	
	\$36,362	50	
CR.			
Capital stock,	\$29,562	50	
Floating debt,	6,800	00	
	\$36,362	50	

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	1,000 shares.
Amount of stock issued as stock dividends, and dates of issue,	182½ shares.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

STATE OF PENNSYLVANIA, }
County of Northampton, } ss :

Personally appeared before me, H. A. Sage, president, and H. W. Cooley, treasurer, of the Easton and South Easton Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

H. A. SAGE, *President.*
H. W. COOLEY, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1882.
JOHN S. NOBLE, *Notary Public.*

R E P O R T

OF THE

Empire Passenger Railway Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Henry C. Howell, President,	Philadelphia.
E. G. Stout, Secretary and Treasurer,	Philadelphia.

General offices at north-west corner Twelfth street and Susquehanna avenue, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
C. D. Colladay,	Philadelphia.
Frank H. Ellis,	Philadelphia.
Isaac L. Williams,	Philadelphia.
P. A. B. Widener,	Philadelphia.
William H. Kemble,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$600,000	00
Capital stock, total amount now paid in: Unknown to present officers.		
Capital stock, number of shares issued, 12,000		

DEBT.

Funded Debt.		
First mortgage bonds, (Due July 1, 1900, bear interest at 7 per cent.,) amount,	\$200,000	00
Total amount now of funded debt,	\$200,000	00
Total amount now of floating and funded debt,	200,000	00
Funded debt as per last report,	\$200,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$106,000	00	\$106,000	00

CHARACTERISTICS OF ROAD.

Length of road laid, about 8½ miles.
Gauge of road, 5 feet 2 inches.
Weight of rail per yard on main track, 45 pounds.
Number of trips each day, 240

How is track laid and on what foundation? Yellow pine stringers and cross-ties on gravel.

Average time consumed by cars in passing over the road, . . . 87 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From Twelfth street and Susquehanna avenue down Twelfth to Wharton, up Wharton to Seventeenth, up Seventeenth to Carpenter, down Carpenter to Sixteenth, up Sixteenth to Susquehanna avenue, down Susquehanna avenue to depot.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	193,118	August, 1881,	189,216
February, 1881,	177,218	September, 1881,	219,709
March, 1881,	208,172	October, 1881,	241,829
April, 1881,	224,766	November, 1881,	276,392
May, 1881,	234,058	December, 1881,	298,016
June, 1881,	217,503		
July, 1881,	201,476	Total,	2,681,478

Rate of Fare for Passengers charged.

Single fare, 6 cents.
Tickets in packages of four sold for, 24 cents.
Transfer tickets sold for, 9 cents.

The Empire Passenger Railway Company is leased to the Citizens' Passenger Railway Company and the Seventeenth and Nineteenth Streets Passenger Railway Company for a term of nine hundred and ninety-nine years from December 26, 1873, the amounts of receipts and expenditures being included in the reports of those companies.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Henry C. Howell, president, and E. G. Stout, treasurer, of the Empire Passenger Railway Company, who, being duly affirmed, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

HENRY C. HOWELL, *President.*
E. G. STOUT, *Treasurer.*

Affirmed and subscribed before me, this 23d day of January, A. D. 1882.
R. M. HARTLEY, *Notary Public.*

REPORT

OF THE

Erie City Passenger Railway Company, for the year
ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William W. Reed, President,	—
Titus Berst, Secretary,	—
J. C. Spencer, Treasurer,	—
Jacob Berst, General Superintendent,	—

General office at Erie.

<i>Names of Directors.</i>	<i>Residences.</i>
August Jarecki,	Erie.
John Berst,	Erie.
Heman Janes,	Erie.
Jacob Berst,	Erie.
William Spencer,	Erie.
Hiram L. Berst,	Erie.
John Berst, junior,	Erie.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, amount subscribed,	50,000	00
Capital stock paid in by last report,	50,000	00
Capital stock, total amount now paid in,	50,000	00
Capital stock, number of shares issued, 1,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$11,500 00		
The amount now of floating debt,		\$11,500	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$38,406	20	\$40,528	10
Equipment,	21,464	81	21,464	81
Total cost,			\$61,992	91

CHARACTERISTICS OF ROAD.

Length of road laid, 2 miles 1740 ft.
Length of double track, including sidings, 1,425 feet.
Gauge of road, 4 feet 8 inches.
Weight of rail per yard on main track, 30 pounds.
Number of car-houses, shops, and stables, 1
Number of depots, 1
Number of first-class passenger cars, 9
Average value of each, \$600 00
Number of second-class passenger cars, None.
Number of passengers that may be seated in each car, . . 16 in 7, 20 in 2
Number of other cars, None.
Number of horses and mules owned by the company, . . 36
Average value of each, including harness, \$70 00
Value of real estate held, exclusive of roadway, \$12,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, 2,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) 4
Number of trips each day, 75
How many miles does each horse travel daily? 17
How is track laid and on what foundation? Stone.
Average time consumed by cars in passing over the road, 50 and 60 min.
Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Commencing at a point on State street near the north end of the public dock, thence southerly along State street to Turnpike street, along the same to Peach, and along Peach street, southerly, to Twenty-sixth street.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	12,998	August, 1881,	42,409
February, 1881,	18,664	September, 1881,	31,703
March, 1881,	17,086	October, 1881,	25,249
April, 1881,	18,668	November, 1881,	23,238
May, 1881,	27,215	December, 1881,	22,124
June, 1881,	29,671		
July, 1881,	42,915	Total,	306,931

Rate of Fare for Passengers charged.

Single fare, 5 cents.
Tickets in packages of 30, sold for \$1, and school children, 15 for 50 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$218	39
Taxes on real estate,	226	31
Total,	\$444	70
Operating the Road.		
On account of horses,	300	00
Harness and repairs,	50	27
Repairs to cars,	246	48
Horse shoeing,	570	75
Hay and feed,	3,619	26
Office expenses, stationery, and depot expenses,	15	00
Salaries,	900	00
Watchmen, switchmen, hostlers, pay-roll,	1,639	36
General expense of stable,	146	00
Conductors and drivers,	3,316	79
Fluid, fuel, oil, and gas,	128	56
Total,	\$10,932	47

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881, .	\$631	85	5	00	.	.	.	.	.
February, 1881, .	658	70	5	00	.	.	.	.	.
March, 1881, .	817	30	5	00	.	.	.	.	.
April, 1881, .	897	45	30	00	.	.	.	.	.
May, 1881, .	1,324	80	44	00	.	.	.	.	.
June, 1881, .	1,408	75	22	00	.	.	.	.	.
July, 1881, .	2,054	80	29	00	.	.	.	.	.
August, 1881, .	2,033	60	36	75	.	.	.	.	.
September, 1881, .	1,565	05	44	25	.	.	.	.	.
October, 1881, .	1,161	95	29	00	.	.	.	.	.
November, 1881, .	1,060	55	22	00	.	.	.	.	.
December, 1881, .	1,010	80	29	00	\$100	00	.	.	.
Total,	\$14,625	10	\$301	00	\$100	00	.	.	\$15,026 10

SUMMARY OF PAYMENTS.

For construction,	\$2,121	90
For maintaining the road or real estate of the corporation, and operating the road,	11,877	17
Interest,	955	00
Municipal taxes,	228	81
State taxes,	211	44
Total,	\$14,891	82

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
By amount of construction account,	\$40,528	10	
By amount of equipment account,	21,464	81	
By expense of operating road,	11,877	17	
By State and municipal taxes,	437	75	
By interest on temporary loans and mortgages,	955	00	
By cash to balance,	1,768	27	
	\$76,526	10	
CR.			
To capital stock,	\$50,000	00	
To amount received for passengers,	14,625	10	
To amount received for rents and other sources,	407	00	
To bills payable and mortgages,	11,500	00	
	\$76,526	10	

STATE OF PENNSYLVANIA, } ss:
County of Erie, }

Personally appeared before me, William W. Reed, president, and J. C. Spencer, treasurer, of the Erie City Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) WILLIAM W. REED, *President.*
J. C. SPENCER, *Treasurer.*

Sworn and subscribed before me, this 21st day of February, A. D. 1882.
FRANK GUNNISON, *Notary Public.*

REPORT
OF THE
Federal Street and Pleasant Valley Passenger Railway Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William McCreery, President,	Allegheny City, Pa.
J. T. Stockdale, Secretary and Treasurer,	Allegheny City, Pa.
William J. Crozier, General Superintendent,	Allegheny City, Pa.
General office at Allegheny City, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
R. B. Francis,	Allegheny, Pa.
R. H. King,	Allegheny, Pa.
J. T. Stockdale,	Allegheny, Pa.
J. P. Speer,	Allegheny, Pa.
W. S. Bissell,	Pittsburgh, Pa.
Frank Rahm,	Pittsburgh, Pa.
R. K. Wilson,	Leetsdale, P., Ft. W. and C. railway.
William Roseburg,	Neville, P., Ft. W. and C. railway.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by vote of company,	100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock paid in by last report,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued, 4,000		
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year,	37	50

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1903, bear interest at 6 per cent., which is payable semi-annually,) amount,	\$75,000	00
Total amount now of funded debt,	\$75,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Build-ings, \$18,000 00		
The amount now of floating debt,	18,000	00
Total amount now of floating and funded debt,	\$93,000	00
Funded debt as per last report, \$75,000 00		
Total cash realized from capital stock and debt,	\$193,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$85,000	00	\$85,000	00
Equipment,	55,000	00	55,000	00
Total cost,	\$140,000	00	\$140,000	00

CHARACTERISTICS OF ROAD.

Length of road laid,	2.6 miles.
Length of double track, including sidings,	2½ miles.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	45 pounds.
Number of car-houses, shops, and stables,	1
Number of depots,	1
Number of first-class passenger cars,	20
Average value of each,	\$800 00
Number of second-class passenger cars,	2
Average value of each,	\$300 00
Number of passengers that may be seated in each car,	20
Number of other cars,	1 salt car.
Number of horses and mules owned by the company,	128
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway,	\$35,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	2,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4½
Number of trips each day,	10
How many miles does each horse travel daily?	18
How is track laid, and on what foundation? . White pine stringers and cross-ties, paved streets.	

Average time consumed by cars in passing over the road, 1 hour 10 min.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : From stables on Taggart street, to Washing avenue, to Fremont street, to Jackson street, to Monterey street, to North avenue, to Federal street, to North, East, South Diamond streets, to Union avenue, to Church avenue, to Anderson street, to Hand street bridge ; across bridge to Ninth street, Pittsburgh, to Liberty street, to Seventh avenue, to Smithfield street, to custom-house corner Fifth avenue. The road connects at Seventh avenue with Pittsburgh and Birmingham passenger railway, and crosses the Pittsburgh, Allegheny and Manchester (Troy hill branch) passenger railway at corner of Ohio and East Diamond streets, Allegheny.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	104,527	August, 1881,	131,800
February, 1881,	88,000	September, 1881,	127,160
March, 1881,	103,098	October, 1881,	124,708
April, 1881,	105,240	November, 1881,	110,333
May, 1881,	130,668	December, 1881,	100,011
June, 1881,	129,250		
July, 1881,	133,811	Total,	1,338,756

Rate of Fare for Passengers charged.

Single fare,	5 cents.
Tickets in packages of 5 sold for	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$2,725	53
Repairs of building,	163	78
Taxes on real estate,	156	50
Total,	\$3,045	81
Operating the Road.		
On account of horses: See new horses.		
Harness and repairs,	416	30
Repairs to cars,	2,113	96
Horse shoeing, blacksmith's pay-roll,	1,506	08
Hay and feed,	13,890	85
Office expenses, stationery, and depot expenses,	322	81
Salaries,	2,968	00
Insurance,	292	50
Watchmen, switchmen, hostlers, pay-roll,	8,658	44
General expense of stable,	4,302	72
Drivers,	11,041	61
Fluid, fuel, oil, and gas,	172	34
Total,	\$48,731	44

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From other sources, loan for building account,	\$18,000	00
Total,	\$18,000	00

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881, .	\$5,226	35	\$101	80	.	.	\$16	00	\$5,344 15
February, 1881, .	4,400	00	87	60	.	.	78	00	4,515 60
March, 1881, . .	5,154	90	51	50	.	.	9	40	5,215 80
April, 1881, . . .	5,262	00	170	50	.	.	8	94	5,441 44
May, 1881, . . .	6,533	40	63	50	.	.	.	.	6,596 90
June, 1881, . . .	6,462	50	.	.	.	.	13	50	6,476 00
July, 1881, . . .	6,690	55	160	00	.	.	.	.	6,850 55
August, 1881, . .	6,594	50	79	00	.	.	.	.	6,673 50
September, 1881,	6,358	00	79	00	.	.	.	.	6,437 00
October, 1881, .	6,235	40	79	00	.	.	.	.	6,314 40
November, 1880,	5,519	65	79	00	.	.	.	.	5,598 65
December, 1880,	5,000	55	79	25	.	.	84	70	5,114 50
Total, . . .	\$69,437	80	\$980	15	.	.	\$160	54	\$70,578 49

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$48,731	44
For interest on bonds,	5,150	00
For dividends,	11,000	00
For new horses,	4,393	92
For miscellaneous: Bridge toll, \$1,825; street cleaning, \$214 63; total,	2,039	63
For municipal taxes,	825	61
For State taxes,	1,033	93
Total,	\$72,674	53
Total amount of surplus fund, out of which January, 1882, dividend is to be taken,	\$7,453	31

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Real estate,	\$35,000	00	
Construction,	85,000	00	
Equipment,	55,000	00	
Buildings,	16,036	20	
Extension of way,	1,027	00	
Cash in bank,	11,850	04	
Cash in office,	400	00	
Company's stock, nine shares,	64	00	
	\$204,377	24	
CR.			
Capital stock,	\$100,000	00	
Bonds,	75,000	00	
Bills payable,	18,000	00	
Coupons due,	3,113	72	
Dividends unclaimed,	643	50	
Salaries due,	166	71	
Surplus,	7,453	31	
	\$204,377	24	

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued : No preferred stock issued.

Amount of common stock now outstanding, 4,000 shares, @ \$25, \$100,000 00

Amount of stock issued as stock dividends, and dates of issue, None issued.

Rate and date of all cash dividends on stock of original and consolidated companies: 6 per cent., January 4, 1881 ; 5 per cent., July 8, 1881.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :
Personally appeared before me, William McCreery, president, and J. T. Stockdale, treasurer, of the Federal Street and Pleasant Valley Passenger Railway Company, who, being duly sworn, do depose and say that they

caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

WM. McCREERY, *President.*
J. T. STOCKDALE, *Treasurer.*

Sworn and subscribed before me, this 2d day of February, A. D. 1882.
H. T. HANNA, *Notary Public.*

REPORT

OF THE

Frankford and Southwark Philadelphia City Passenger Railway Company, for the year ending November 30, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William P. Cox, President,	Philadelphia, Pa.
B. Frank Abbett, Secretary and Treasurer,	Philadelphia, Pa.
Phillip Hyatt, General Superintendent,	Philadelphia, Pa.
General office at 2501 Kensington avenue, Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Edward S. Handy,	Philadelphia, Pa.
James West,	Philadelphia, Pa.
Henry C. Harrison,	Philadelphia, Pa.
William C. Keehmlé,	Philadelphia, Pa.
W. Harrison Eisenbrey,	Philadelphia, Pa.
John Noblit,	Philadelphia, Pa.
Daniel Haddock, junior,	Philadelphia, Pa.
Joseph B. Van Dusen,	Philadelphia, Pa.
Edward Roberts, junior,	Philadelphia, Pa.
Thomas McClary,	Wilmington, Del.
Henry Geiger,	Philadelphia, Pa.
Jacob Goldstein,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$750,000	00
Capital stock, amount subscribed,	600,000	00
Capital stock, paid in by last report,	600,000	00
Capital stock, total amount now paid in,	600,000	00
Capital stock, number of shares issued, 12,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	145	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1877, which have not been presented for payment,) amount,	\$2,000	00
Second mortgage bonds, (due May 1, 1891, bear interest at 7 per cent., which is payable May and November,) amount,	100,000	00
Total amount now of funded debt,	\$102,000	00
Total amount now of floating and funded debt,	102,000	00
Funded debt as per last report,	\$102,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$566,436	35	\$580,787	00
Equipment,	397,451	10	400,951	10
Total cost,	\$963,887	45	\$981,738	10

CHARACTERISTICS OF ROAD.

Length of road laid,	18.10 miles.
Length of double track, including sidings,	5.48 miles.
Guage of road,	5 feet 2 inches.
Weight of rail per yard on main track,	47 pounds.
Number of car-houses, shops, and stables, (one stable not now used,)	9
Number of depots,	4
Number of first-class passenger cars, (including steam cars,)	98
Average value of each: Horse cars, \$450; steam cars,	\$2,000 00
Number of passengers that may be seated in each car: 22 in horse cars; 32 in steam cars.	
Number of horses and mules owned by the company,	536
Average value of each, including harness,	\$85 00
Value of real estate held, exclusive of roadway,	\$125,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage: Horse, 4,400; steam,	7,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5.14
Number of trips each day: 310 on main section; 156 on Lehigh avenue and Powell street section; 56 on Franklinville section; 83 on Frankford section.	
How many miles does each horse travel daily?	21
How is track laid, and on what foundation? Yellow pine stringers and cross-ties.	
Average time consumed by cars in passing over the road: Main section, 1 hour 54 minutes; Lehigh avenue and Powell street section, 1 hour 40 minutes; Franklinville section, 24 minutes; Frankford section, 40 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : From Kensington avenue and Cumberland street ; along Kensington avenue ; across Frankford creek (through our own property to Frankford avenue ;) along Frankford avenue to Arrot street ; (this is a double track ;) from same starting-point along Kensington avenue to Front street ; along Front street to Berks street ; along Berks street to Fifth street ; (thus far a double track ;) along Berks street to Germantown avenue ; (through our own property to Sixth street ;) along Sixth street, from Lehigh avenue to Jackson street ; along Jackson street to Fifth street ; along Fifth street to Rising Sun lane. Double track on Lehigh avenue, from Kensington avenue to Fifth street, and single track from Fifth street to Sixth street ; single track on Powell street, from Fifth street to Sixth street ; single track on Cumberland and Letterly streets for about two hundred feet each, connecting car-house with track on Kensington avenue.

Monthly Statement of Passengers (all classes) carried in cars.

December, 1880,	697,508	July, 1881,	708,730
January, 1881,	655,232	August, 1881,	721,628
February, 1881,	600,407	September, 1881,	754,679
March, 1881,	680,987	October, 1881,	785,359
April, 1881,	715,339	November, 1881,	760,189
May, 1881,	761,718	Total,	8,553,967
June, 1881,	709,161		

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages of four sold for	24 cents.
Through fare to Frankford,	10 cents.
Fare on Franklinville section,	3 cents.
Exchange tickets,	9 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$8,284	89
Taxes on real estate,	3,024	88
Total,	\$11,309	77
Operating the Road.		
On account of horses,	14,302	75
Harness and repairs,	2,180	63
Repairs to cars and steamers,	18,860	88
Horse shoeing,	9,267	81
Hay and feed and straw,	68,190	64
Office expenses, stationery, and depot expenses,	19,350	65
Salaries,	6,816	66
Insurance,	1,514	14
Watchmen, hostlers, pay-roll, and stable expenses,	30,032	10
Coal for steamers,	6,763	10
Conductors and drivers and engineers,	106,117	35
Oil,	1,353	48
Damage for injury of persons,	2,752	90
Miscellaneous,	11,097	35
Total,	\$298,600	44

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
December, 1880,	\$38,750	47	\$12	00	.	.	.	.	\$38,762	47
January, 1881, . .	36,401	77	12	00	.	.	\$175	00	36,588	77
February, 1881, .	33,355	96	12	00	\$1,219	50	160	00	34,747	66
March, 1881, . . .	37,832	61	12	00	.	.	.	.	37,844	61
April, 1881, . . .	39,743	85	.	.	.	.	.	.	39,743	85
May, 1881,	42,317	68	22	00	1,245	67	.	.	43,585	35
June, 1881,	39,397	82	7	00	.	.	350	00	39,754	82
July, 1881,	39,373	90	19	00	.	.	185	00	39,527	90
August, 1881, . . .	40,257	13	12	00	1,255	69	100	00	41,624	82
September, 1881,	41,926	63	12	00	.	.	.	.	41,938	63
October, 1881, . .	43,631	06	12	00	.	.	.	.	43,643	06
November,	42,232	73	12	00	1,237	19	250	00	43,731	92
Total,	\$475,221	61	\$144	00	\$4,958	05	\$1,170	00	\$481,493	66

SUMMARY OF PAYMENTS.

For construction and equipment,	\$17,850	65
For maintaining the road or real estate of the corporation, and operating the road,	309,910	21
For interest,	7,994	01
For dividends,	114,000	00
For new passenger cars and horses,	4,500	00
For municipal taxes,	7,420	00
For State taxes,	9,052	28
Total,	\$470,727	15

GENERAL BALANCE SHEET, DECEMBER 1, 1881.

DR.			
Construction and equipment,	\$981,738	10	
Bills and accounts receivable, (\$2,884 95 doubtful,)	14,512	08	
Mortgages receivable,	4,500	00	
Cash,	28,952	00	
	\$1,029,702	18	
CR.			
Capital stock,	\$600,000	00	
Mortgage bonds,	102,000	00	
Mortgages payable,	3,500	00	
Accounts payable,	12,683	58	
Profit and loss,	311,518	65	
	\$1,029,702	18	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$600,000 00

Rate and date of all cash dividends on stock of original and consolidated companies : January 14, 1881, six per cent. per annum ; April 15, four per cent. per annum ; July 15, five per cent. per annum ; October 14, four per cent. per annum.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	.....	1	1	2	1	4

Statement of each Accident.

December 31, 1880. Between bridge over Frankford creek and Adams street, Robert Lucas jumped off front platform of hind car, slipped on ice. foot caught in pedestal box brace, dragged about ten feet; foot considerably hurt.

May 30, 1881. In curve at lower end of Frankford, Charles R. Jones, a brakeman, after being warned to get away, got between a dummy and car ahead, which was being pushed on account of breakage on that train, and was badly hurt.

May 30. At Fifth and Canal streets, — Allen, child about five years old, fell in front of car, and hind wheel ran over foot.

September 18. On Kensington avenue, above Reading R. R. crossing, James McWilliams was lying on track, just fallen there, and before car could be stopped, one wheel passed over him. Died from injuries received.

September 26. At Fifth and Race streets, car had just started, went about three feet, when child's scream was heard. On stopping, found that William Barclay, aged 3½ years, had been run over one foot by hind wheel.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, William P. Cox, president, and B. Frank Abbett, treasurer, of the Frankford and Southwark Philadelphia City Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

WM. P. COX, *President.*

B. FRANK ABBETT, *Treasurer.*

Sworn and subscribed before me, this 29th day of December, A. D. 1881.

J. GORDON SHOWAKER, *Notary Public.*

REPORT
OF THE
*Germantown Passenger Railway Company, for the
year ending —, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Adam Warthman, President,	Philadelphia.
William M. Singerly, Secretary, Treasurer, and General Manager, . . .	Philadelphia.
<i>Names of Directors.</i>	<i>Residences.</i>
Adam Warthman,	Philadelphia.
William I. Burkhart,	Philadelphia.
William T. Carter,	Philadelphia.
Joseph Fariera,	Philadelphia.
Samuel G. Thompson,	Philadelphia.
Eli Keen,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,500,000	00
Capital stock authorized by votes of company,	1,500,000	00
Capital stock, amount subscribed,	1,500,000	00
Capital stock paid in by last report,	572,860	00
Capital stock, total amount now paid in,	572,860	00
Capital stock, number of shares issued,	30,000	
Capital stock, amount paid in on each share, \$15 on 20,000, and \$35 on 10,000.		
Capital stock, par value of each share.	50	00
Capital stock, average market value during the year, no record kept, about	75	00

DEBT.

<i>Funded Debt.</i>		
First mortgage bonds, (due June, 1884, bear interest at 7 per cent., which is payable June and December,) amount,	\$67,500	00
Second mortgage bonds, (due October, 1899, bear interest at 5 per cent., which is payable April and October,) amount,	160,000	00
Total amount now of funded debt,	\$227,500	00
Total amount now of floating and funded debt,	\$227,500	00
Total cash realized from capital stock and debt,	\$800,860	00

COST OF ROAD AND EQUIPMENT.

	<i>By last report.</i>		<i>By present report.</i>	
Construction,	\$948,106	81	\$950,782	56

CHARACTERISTICS OF ROAD.

Length of road laid,	31 miles.
Length of double track, including sidings,	13 miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	45 pounds.
Number of car-houses, shops, and stables,	13
Number of depots,	3
Number of first-class passenger cars,	90
Average value of each,	\$500 00
Number of passengers that may be seated in each car, . .	22
Number of other cars, summer cars,	30
Number of horses and mules owned by the company, . .	674
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway,	\$380,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,600
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day: 25 make 9; 16, 9; 12, 12; and 12, 8.	
How many miles does each horse travel daily? Average,	20
How is track laid and on what foundation? Yellow pine stringers and cross-ties.	
Average time consumed by cars in passing over the road, average trip,	1½ hours.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: 1. From Dauphin street to Germantown via Eighth street and Germantown avenue. 2. From Dauphin street to Dickinson street via Dauphin street, Germantown avenue, Fourth street, and Dickinson street. Returning via Eighth street, Columbia avenue, Seventh street, and Susquehanna avenue. Also run on Walnut street from Fourth to Eighth streets. 3. Girard avenue branch—from Belmont and Elm avenues on Elm and Girard avenues to Palmer, to Allen, to Shackamaxon, to Girard avenue, to Elm, to Belmont avenue.

Monthly Statement of Passengers (all classes) carried in cars.

December, 1880,	991,992	June, 1881,	1,111,969
January, 1881,	915,874	July, 1881,	1,118,373
February, 1881,	727,325	August, 1881,	1,141,123
March, 1881,	934,540	September, 1881,*	1,116,110
April, 1881,	993,865		
May, 1881,	1,116,688	Total,	10,167,849

*For October and November see report of People's Line, lessees.

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Exchanges,	9 cents.
Tickets in packages of four sold for	24 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway and repairs to streets,	\$15,576	02
Taxes on real estate,	4,203	85
Total,	\$19,779	87
Operating the Road.		
On account of horses,	\$21,100	53
Harness and repairs,	1,431	48
Repairs to cars,	14,500	34
Horse shoeing,	9,781	28
Hay and feed,	53,162	83
Office expenses, stationery, and depot expenses,	5,799	13
Salaries,	5,083	34
Insurance, in miscellaneous.		
Watchmen, switchmen, hostlers, pay-roll,	37,222	21
General expenses of stable, included in above.		
Conductors and drivers,	86,067	76
Fluid, fuel, oil, and gas, included in miscellaneous.		
Damage for injury of persons,	9,281	05
Total,	\$243,379	45

NOTE—This road has been leased to the People's Passenger Railway Company, their possession beginning October 1, 1881. The report for October and November will be found in their report.

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
December, 1880,	\$39,851	73	.	.	\$440	58	.	.	\$40,292	31
January, 1881, .	36,801	08	.	.	460	91	.	.	37,261	94
February, 1881, .	33,011	93	.	.	473	33	.	.	33,485	26
March, 1881, . .	37,182	21	.	.	497	71	.	.	37,679	92
April, 1881, . . .	39,597	59	.	.	531	04	.	.	40,128	63
May, 1881, . . .	44,753	20	.	.	452	16	.	.	45,205	36
June, 1881, . . .	43,530	46	.	.	448	95	.	.	43,979	41
July, 1881, . . .	45,032	52	.	.	459	04	.	.	45,491	56
August, 1881, . .	44,638	87	.	.	459	25	.	.	45,098	12
September, 1881,	44,342	42	.	.	453	29	.	.	44,795	71
October, 1881,*	.	.	.	.	.	.	\$29,732	46	29,732	46
November, 1881,*	.	.	.	.	.	.	.	.	.	.
Total,	\$408,741	96	.	.	\$4,676	26	\$29,732	46	\$443,150	68

* For October and November, see report of People's Line, lessees of this road.

SUMMARY OF PAYMENTS.

For construction,	\$2,675	71
For maintaining the road or real estate of the corporation, and operating the road,	263,158	82
Interest,	12,725	00
Dividends,	120,000	00
Miscellaneous,	17,115	13
Municipal taxes,	15,025	42
State taxes,	9,976	72
Total,	\$440,676	80

GENERAL BALANCE SHEET, ———, 1881.

DR.			
Construction,		\$950,782	56
Cash,		285	43
Sundry balances,		4,401	92
		<hr/>	
		\$955,469	91
		<hr/>	
CR.			
Capital stock,		\$572,860	00
Bonds,		227,500	00
Profit and loss balance used in construction,		155,109	91
		<hr/>	
		\$955,469	91
		<hr/>	

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 30,000 shares.

Rate and date of all cash dividends on stock of original and consolidated companies: January 3, 1881, eight per cent. per annum. April 4, 1881, eight per cent. per annum. July 5, 1881, eight per cent. per annum. October 3, 1881, eight per cent. per annum.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Adam Warthman, president, and William M. Singerly, treasurer, of the Germantown Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending ———, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

ADAM WARTHMAN, *President.*
W. M. SINGERLY, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1882.
ISRAEL HECHT, *Notary Public.*

R E P O R T
OF THE
Green and Coates Streets Passenger Railway Company,
for the time ending August 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Howard A. Stephenson, President,	Germantown.
George Bartalott, Secretary and Treasurer,	Philadelphia.
Frank C. Stanert, General Superintendent,	Philadelphia.
<i>Names of Directors.</i>	<i>Residences.</i>
James McManes,	Philadelphia.
Joseph B. Altemus,	Germantown.
Charles Wister,	Germantown.
Phineas Fries,	Philadelphia.
William Dulles,	Philadelphia.
Martin Sledenbach,	Philadelphia.
Charles I. Walton,	Philadelphia.
William H. Shelmerdine,	Germantown.
Robert N. Carson,	Philadelphia.
Charles A. McManus,	Philadelphia.
William Cochran,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	500,000	00
Capital stock, amount subscribed,	500,000	00
Capital stock, paid in by last report,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued, 10,000		
Capital stock, amount paid in on each share,	15	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	100	00

DEBT.

Funded Debt.		
Ground rent mortgage on real estate,	\$21,916	68
First mortgage bonds, (due July 16, 1898, bear interest at 6 per cent., which is payable January 15, July 15, each year,) amount,	100,000	00
Total amount now of funded debt,	\$121,916	68
Total amount now of floating and funded debt,	\$121,916	68
Funded debt as per last report,	\$121,916	68

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$247,564	15	\$258,181	43
Equipment,				
Total cost,				

CHARACTERISTICS OF ROAD.

Length of road laid,	7 miles.
Length of double track, including sidings,	$\frac{3}{4}$ mile.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	47 lbs.
Number of car-houses, shops, and stables,	5
Number of depots,	2
Number of first-class passenger cars,	37
Average value of each,	\$800 00
Number of second-class passenger cars,	5
Average value of each,	\$400 00
Number of passengers that may be seated in each car, . .	22
Number of other cars,	3 sweepers.
Number of horses and mules owned by the company, . .	239
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway, . . .	64,285 19
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5 $\frac{1}{4}$
Number of trips each day: Dickinson street, 9; Walnut street line, 12; Oak street line, 33.	
How many miles does each horse travel daily?	18
How is track laid, and on what foundation? White and yellow pine stringers.	
Average time consumed by cars in passing over the road:	
Dickinson street,	1 $\frac{1}{2}$ hours.
Walnut street,	1 hour.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Depot at Twenty-fourth street and Fairmount avenue; along Fairmount avenue to Twenty-second street, to Green street, to Oak street, to Fairmount avenue, to Park; also, down Green to Fourth street, to Dickinson street, to Eighth street, to Fairmount avenue, thence to Park; also, one line down Fourth to Walnut, to Eighth street, to Fairmount avenue, to Park.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	274,056	June, 1881,	319,381
February, 1881,	240,113	July, 1881,	315,388
March, 1881,	267,994	August, 1881,	319,600
April, 1881,	285,534		
May, 1881,	326,678	Total,	2,348,744

Rate of Fare for Passengers Charged.

Single fare,	6 cents.
------------------------	----------

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$2,201	22
Taxes on real estate,	1,216	11
Total,	\$3,417	33
Operating Expenses.		
On account of horses,	2,832	50
Harness and repairs,	797	78
Repairs to cars,	2,216	70
Horse shoeing,	2,586	28
Hav and feed, corn, &c.,	18,965	58
Office expenses, stationery, and depot expenses,	2,048	76
Salaries,	4,906	53
Watchmen, switchmen, hostlers, pay-roll,	3,184	04
General expense of stable,	6,604	28
Conductors and drivers,	24,780	00
Fluid, fuel, oil, and gas,	1,529	15
Damages for injury of persons,	2,984	25
Total,	\$76,803	18

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
November, 1880,										
December, 1880,										
January, 1881,	\$15,100	51							\$15,100	51
February, 1881,	13,465	00			\$339	62			13,804	62
March, 1881,	14,718	40			169	12			14,887	52
April, 1881,	15,586	34			159	50			15,745	84
May, 1881,	17,974	91			158	81			18,133	72
June, 1881,	17,561	99			166	87			17,728	36
July, 1881,	17,559	75			165	68			17,725	43
August, 1881,	16,599	59			164	31			16,763	90
Total,	\$128,566	49			\$1,823	41			\$129,889	90

SUMMARY OF PAYMENTS.

For construction,	\$520	23
For maintaining the road or real estate of the corporation, and operating the road,	76,803	18
For interest,	7,088	37
For dividends,	35,000	00
For new passenger cars,	10,097	00
For municipal taxes,	1,275	00
For State taxes,	4,921	14
Total,	\$135,704	97
Total amount of surplus fund,	\$21,376	39

GENERAL BALANCE SHEET, SEPTEMBER 1, 1881.

DR.			
Construction and equipments,		\$258,181	43
Real estate,		64,285	19
Cash,		21,376	39
		\$343,843	01
CR.			
Capital stock,		\$150,000	00
Ground rent mortgage,		21,916	68
Bonds,		100,000	00
Dividends unclaimed,		998	16
Profit and loss,		70,928	17
		\$343,843	01

The Green and Coates Street Philadelphia Passenger Railway Company was leased to the People's Passenger Railway Company, from the 1st day of September, A. D. 1881, for the term of nine hundred and ninety-nine (999) years, and the within report is made up to the date of the lease.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 10,000 shares.
Rate and date of all cash dividends on stock of original and consolidated companies : January, 1881, three per cent., \$1 50 per share ; April, 1881, two per cent., \$1 per share ; July, 1881, two per cent., \$1 per share.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Howard A. Stevenson, president, and George Bartalott, treasurer, of the Green and Coates Streets Philadelphia Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial term ending August 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) HOWARD A. STEVENSON, *President.*
GEORGE BARTALOTT, *Treasurer.*

Sworn and subscribed before me, this 11th day of November, A. D. 1881.
CHARLES C. SHERF, *Notary Public.*

REPORT

OF THE

Harrisburg City Passenger Railway Company, for the
year ending December 31, 1881.

OFFICERS.	
Names.	Residences.
Henry A. Kelker, President	Harrisburg, Pa.
Daniel Eppley, Vice President,	Harrisburg, Pa.
John T. Ensminger, Secretary,	Harrisburg, Pa.
Rudolph F. Kelker, Treasurer,	Harrisburg, Pa.
James M. Neely, Superintendent,	Harrisburg, Pa.

General office at 27 South Second street, Harrisburg, (second floor.)

Names of Directors.	Residences.
Henry A. Kelker,	Harrisburg, Pa.
Daniel Eppley,	Harrisburg, Pa.
William K. Cowden,	Harrisburg, Pa.
John Whitman,	Harrisburg, Pa.
Henry Herr,	Harrisburg, Pa.
John T. Ensminger,	Harrisburg, Pa.
Alexander Roberts,	Harrisburg, Pa.
David Fleming,	Harrisburg, Pa.
George F. Rohrer,	Harrisburg, Pa.
William R. Gorgas,	Harrisburg, Pa.
William K. Alricks,	Harrisburg, Pa.
Rudolph F. Kelker,	Harrisburg, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$50,000	00
Capital stock, amount subscribed,		50,000	00
Capital stock paid in by last report,		50,000	00
Capital stock, total amount now paid in,		50,000	00
Capital stock, number of shares issued,	2,000		
Capital stock, amount paid in on each share, in cash, property, and franchises, valued per act of 1878,		25	00
Capital stock, par value of each share,		25	00
Capital stock, average market value during the year,		25	00

DEBT.

Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property, and new depot,	\$12,000 00		
Debt incurred for any purpose, and for what : Current expenses,	271 27		
Total amount now of floating debt,		\$12,271	27
Floating debt as per last report,	\$7,049 05		
Total cash realized from loans,		\$12,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction: Repairs to road bed and railway. in 1881, \$2,146 14; new track, \$413,	\$25,543	98	\$28,103	12
Equipment, 1881: Cars, \$713 60; horses, \$1,591 60; harness, \$298 65; repairs to cars, \$1,537 50; total, \$4,111 25,	17,807	87	21,919	12
Total cost,	\$43,351	85	\$50,022	24

CHARACTERISTICS OF ROAD.

Length of road laid, 3 miles and 2,330 ft.
Length of track, including sidings, 3 miles and 3,905 ft.
Gauge of road, 5 feet 2½ inches.
Weight of rail per yard on main track, 47, 44, 38 & 25 lbs.
Number of car-houses, shops, and stables: 1 stable, shop and car-house combined.
Number of depots, 1
Number of first-class passenger cars: 8 for one horse and 4 for two horses.
Average value of each, \$300 00
Number of second-class passenger cars, None.
Number of passengers that may be seated in each car: 14 in one horse and 30 in two horse car.
Number of other cars, None.
Number of horses owned by the company, 37
Average value of each, including harness, \$50 00
Value of real estate held, exclusive of roadway, . . . \$12,000 00
Average weight in pounds of passenger cars, exclusive of passenger and baggage: 2,600 and 3,600 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) 4½
Number of trips each day: 14, 7 cars running.
How many miles does each horse travel daily? 20
How is track laid and on what foundation? Oak and pine stringers and ties; gravel and stone foundation.
Average time consumed by cars in passing over the road: 1 hour and 15 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: That portion of the road constantly used runs from Delaware avenue down Third street to Walnut street, out Walnut to Second, down Second to Vine, out Vine to Race street, down Race to Hanna; and from the intersection of Market street and Market square out Market street to Meadow Lane, opposite the depots of the Philadelphia and Reading Railroad Company and the Pennsylvania Railroad Company; that part of the road which is used in the summer months of the

year and occasionally through the rest of the year runs from Delaware avenue up Third street to Park lane.

Monthly Statement of Passengers (all classes) carried in cars.

January, 1881,	19,981	November, 1881,	22,526
February, 1881,	17,919	December, 1881,	25,827
March, 1881,	21,361		
April, 1881,	20,741	Total,	304,201
May, 1881,	24,822	Additional (estimated) who rode	
June, 1881,	25,149	in the cars and omnibuses be-	
July, 1881,	28,720	tween Harrisburg and Steelton,	12,000
August, 1881,	32,828		
September, 1881,	36,656		316,201
October, 1881,	27,671		

Rate of Fare for Passengers charged.

Single fare, 6 cents.
Tickets in packages of five sold for 25 cents, commutation tickets, \$2 for 50 rides.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway, \$2,146 14; new track, \$413 00,	\$2,559	14
Repairs of buildings, \$188 64; new depot, \$1,623 20; new dwellings, \$1,285 13,	3,096	97
Taxes on real estate, \$26 49; cobbling for city, \$21 40; house in woods, \$800 85; grading Logan and Delaware avenues, \$82 91,	981	65
Total,	\$6,587	76
Operating the Road.		
On account of horses, \$1,561 50; rent, tolls, &c., \$589 66,	\$2,101	16
Harness and repairs,	298	65
Repairs to cars,	1,587	50
Horse shoeing,	633	20
Hay and feed,	4,464	97
Office expenses, stationery, tickets, change envelopes, checks, &c., . .	287	05
Salaries,	1,399	16
Insurance,	43	55
Hostlers, pay-roll,	1,266	68
General expense of stable,	420	77
Conductors and drivers,	3,921	57
Fuel, oil, and gas,	245	48
Total,	\$16,619	74

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From other sources, temporary loan from Harrisburg National Bank,	\$12,000	00
Total,	\$12,000	00

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881, . .	\$1,281	61	. . . .	. .	. . . .	. .	\$8,743	00	\$10,024 61
February, 1881, . .	1,149	44	. . . .	. .	. . . .	. .	162	24	1,311 68
March, 1881, . .	1,391	16	\$12	50	\$8	00	185	35	1,592 01
April, 1881, . . .	1,346	68	. . . .	. .	3	00	98	18	1,447 86
May, 1881, . . .	1,653	23	10	00	1	50	19	75	1,684 48
June, 1881, . . .	1,613	85	10	50	13	50	3,507	25	5,145 10
July, 1881, . . .	2,078	84	51	00	10	50	95	01	2,235 35
August, 1881, . .	2,216	82	69	00	. . . .	. .	135	50	2,420 82
September, 1881,	2,600	02	13	00	49	50	14	50	2,677 02
October, 1881, . .	1,824	79	. . . .	. .	42	00	73	72	1,940 51
November, 1881,	1,610	97	16	00	26	25	35	00	1,688 22
December, 1881,	1,820	54	16	00	34	25	124	75	1,995 54
Total,	\$20,587	45	\$198	00	\$183	50	\$13,194	25	\$34,163 29

SUMMARY OF PAYMENTS.

For construction :		
New track,	\$413	00
New depot,	1,623	20
Dwelling houses,	1,285	13
Repairs to road-bed and railway,	2,146	14
Repairs to building,	188	64
Taxes on real estate,	26	49
Grading Logan and Delaware avenues,	82	91
Cobbling for city,	21	40
Dwelling, &c., Hoffman's woods,	800	85
	\$6,587	76
For maintaining the road or real estate of the corporation, and operating the road, (exclusive of horses,)	15,058	24
For interest,	238	89
For dividends,	3,000	00
For new passenger car, \$713 60; horses, \$1,561 50; wagon, \$95 00; total,	2,370	10
For payments to loan account, principal,	5,000	00
For miscellaneous: No miscellaneous account kept.		
For municipal taxes,	189	33
For State taxes,	296	23
Total,	\$32,740	55

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction,	\$28,103	12	
Equipment,	21,919	12	
Real estate,	12,000	00	
	\$62,022		24
Supply of hay and feed on hand,	\$150	00	
Iron rails on hand,	150	00	
	300		00
Cash on hand close of business, December 31, 1881,	1,976		33
	\$64,298		56
CR.			
Capital stock paid up,	\$50,000		00
Unfunded debt incurred for construction, equipment, and erection of depot, &c.,	12,000		00
Liabilities for current expenses,	271		27
Balance,	2,027		29
	\$64,298		56

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for
what issued, None issued.
Amount of common stock now outstanding, \$50,000 00
Amount of stock issued as stock dividends, and dates of
issue, None issued.
Rate and date of all cash dividends on stock of original and consolidated
companies : Dividends declared in January and July, 1881, each at the rate
of six per cent. per annum, on \$50,000 ; amount of each dividend, \$1,500.

STATE OF PENNSYLVANIA, }
County of Dauphin, City of Harrisburg, } ss :

Personally appeared before me, Henry A. Kelker, president, and Rudolph F. Kelker, treasurer, of the Harrisburg City Passenger Railway Company, who, being duly qualified, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending with December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) HENRY A. KELKER, *President.*
RUD. F. KELKER, *Treasurer.*

Affirmed and subscribed before me, this 18th day of January, A. D. 1882.
PETER STUCKER, *Alderman.*

REPORT
OF THE
Hestonville, Mantua and Fairmount Passenger Railroad Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
Charles H. Lafferty, President,	Philadelphia.
Charles Lafferty, Vice President,	Philadelphia.
W. C. Foster, Secretary,	Philadelphia.
F. Lafferty, General Manager,	Philadelphia.
General office at 4800 Lancaster avenue, Philadelphia.	

Names of Directors.

Residences.

Charles Lafferty,	Philadelphia.
Levi N. Wagner,	Philadelphia.
John R. Griffith,	Philadelphia.
Henry Donahue,	Philadelphia.
John Keller,	Lancaster.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,050,000	00
Capital stock, amount subscribed, All.		
Capital stock paid in by last report,	299,881	36
Capital stock, total amount now paid in,	299,881	36
Capital stock, number of shares issued, 89,822		
Capital stock, amount paid in on each share, No record.		
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1901, bear interest at 6 per cent., which is payable January and July,) amount,	\$124,500	00
Second mortgage bonds, (due January 1, 1895, bear interest at 6 per cent., which is payable May and November,) amount,	300,000	00
Total amount now of funded debt,	\$424,500	00
Floating Debt.		
The amount now of floating debt,	106,684	60
Total amount now of floating and funded debt,	\$531,184	60
Funded debt as per last report, \$425,000 00		
Floating debt as per last report, 90,704 00		
Total cash realized from capital stock and debt,	\$830,565	96

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$402,496	06	\$402,496	06
Equipment,	187,423	50	137,693	50
Total cost,	\$589,919	56	\$540,189	56

CHARACTERISTICS OF ROAD.

Length of road laid,	20 miles.
Length of double track, including sidings,	50 squares.
Gauge of road,	5 ft. 2 inches.
Weight of rail per yard on main track,	43 pounds.

Number of car-houses, shops, and stables,	5
Number of depots,	2
Number of first-class passenger cars,	79
Average value of each,	\$500 00
Number of passengers that may be seated in each car, .	22
Number of other cars: 4 sweepers, 1 snow plow, 1 truck,	6
Number of horses and mules owned by the company, . .	502
Average value of each, including harness,	\$90 00
Value of real estate held, exclusive of roadway,	\$319,111 74
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day: 14 on Arch, 8 on Vine.	
How many miles does each horse travel daily?	20
How is track laid and on what foundation? Yellow pine on gravel.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Race and Vine streets line, from depot down Lancaster avenue to Haverford street, to Thirty-third, to Spring Garden, over bridge, Spring Garden to Twenty-third, to Hamilton, to Twenty-second, to Race, to Second, to Walnut, to Dock, to Third, to Vine, to Twenty-third, to Callowhill, to Twenty-fifth, to Spring Garden, to Lancaster avenue, to Belmont avenue, to Elm avenue, to Belmont avenue, to Lancaster avenue, to depot.

Arch street line, from depot, No. 2562 Callowhill street, to Biddle, to Twenty-fifth, to Spring Garden, to Twentieth, to Arch, to Second, up Arch to Twenty-first, to Callowhill, to depot.

Hestonville branch depot to Fifty-second street, to George's Hill, returning same route.

Thirty-fifth street branch, from Thirty-fifth and Spring Garden, to Zoological Garden and return; double track.

Monthly Statement of Passengers (all classes) carried in cars.

January, 1881,	347,963	August, 1881,	371,974
February, 1881,	307,041	September, 1881,	388,316
March, 1881,	357,081	October, 1881,	405,871
April, 1881,	396,805	November, 1881,	399,310
May, 1881,	443,471	December, 1881,	403,618
June, 1881,	410,193		
July, 1881,	398,311	Total,	<u>4,609,954</u>

Rate of Fare for Passengers charged.

Single fare, adults 6 cents, minors 4 cents.	
Exchange tickets,	9 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.				
Repairs of road bed and railway,	\$7,928	84		
Repairs of building,	34	00		
Taxes on real estate,	6,008	05		
Total,	\$13,970	89		
Operating the Road.				
On account of horses,	28,008	80		
Harness and repairs,	1,131	62		
Repairs to cars,	9,349	75		
Horse shoeing,	7,361	57		
Hay, feed, and straw,	61,066	82		
Office expenses, stationery, and depot expenses,	9,537	59		
Salaries,	5,200	00		
Insurance,	440	50		
Toll and royalty,	3,305	36		
General expense of stable,	21,422	95		
Conductors and drivers,	63,595	96		
Fluid, fuel, oil, and gas,	1,575	57		
Damage for injury of persons,	1,968	00		
Total,	\$209,055	49		

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881, .	\$18,530	84	\$40	00	\$1,223	79	\$212	50	\$20,006 63
February, 1881, .	16,832	31	50	00	. . . . .	. . .	7,987	50	24,369 81
March, 1881, . .	19,043	61	50	00	576	54	20	00	19,690 15
April, 1881, . . .	21,312	63	50	00	. . . . .	. . .	2,137	50	23,500 13
May, 1881, . . .	23,781	96	50	00	303	76	2,071	25	26,156 97
June, 1881, . . .	21,865	85	50	00	. . . . .	. . .	23	50	21,989 35
July, 1881, . . .	21,466	66	50	00	. . . . .	. . .	150	00	21,666 66
August, 1881, . .	19,616	65	42	00	. . . . .	. . .	3,575	00	23,233 65
September, 1881, .	20,826	84	36	00	296	00	. . . . .	. . .	21,158 84
October, 1881, . .	21,540	72	. . . . .	. . .	188	66	212	50	21,941 86
November, 1881, .	20,297	13	32	00	650	00	6,014	29	26,993 42
December, 1881, .	21,441	20	60	00	241	05	37	50	21,779 75
Total,	\$246,005	90	\$510	00	\$3,479	80	\$22,441	54	\$272,437 24

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$194,547	50
For interest,	35,871	81
For new passenger cars and horses,	23,278	80
For payments to loan account,	3,067	50
For miscellaneous,	1,863	31
For municipal taxes and State taxes,	11,548	43
Total,	\$269,067	35

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction,		\$402,496	06
Equipment,		137,698	50
Real estate,		819,111	74
Real estate improvement,		70,211	84
International exhibition stock,		9,810	00
Ground rent,		1,000	00
City of Philadelphia,		500	00
Cash,		8,597	11
		\$949,420	25
CR.			
Capital stock,		\$299,381	36
Hestonville first mortgage, new account,		800,000	00
Race and Vine streets bonded debt,		124,500	00
Bonds and mortgages on real estate,		97,999	99
Hestonville mortgage,		600	00
Race and Vine streets coupons,		50	00
Hestonville first mortgage coupons,		367	50
Hestonville first mortgage coupons, new account,		150	00
Dividends,		698	45
Conductors' deposits,		1,600	00
Drivers' deposits,		98	50
Change of track,		5,483	69
Bills payable,		106,684	60
Profit and loss,		11,856	16
		\$949,420	25

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	39,322 shares.
Amount of stock issued as stock dividends, and date of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

ACCIDENTS.

PASSENGERS.		EMPLOYEES		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	.....	.....	4	8	4	4

Statement of each Accident.

- January 17, 1881. Arthur Kingsbury was run over right leg by an Arch street car; died a few days after.
- April 28, 1881. William Stewart, while lying on track at Twenty-fourth and Callowhill streets, was run over and killed.
- May 8, 1881. William Buchanan, aged fourteen years, was run over by Arch street car; had leg fractured.

May 16, 1881. H. A. Bergman, while sitting on driver's stool, was thrown off at Twenty-third and Vine streets ; slightly injured.

August 21, 1881. John Rodgers had arm broken by an Arch street car.

September 6, 1881. Charles Reardon, three years of age, was run over by Vine street car ; leg cut off ; died September 6.

October 29, 1881. U. S. G. Lingmaster, slightly injured by being struck by car.

November 22, 1881. Henry Lear was run over while lying on the track at Twenty-third and Vine streets ; died November 23.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Charles H. Lafferty, president, and W. C. Foster, treasurer, of the Hestonville, Mantua and Fairmount Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) CHAS. H. LAFFERTY, *President.*
W. C. FOSTER, *Treasurer.*

Sworn and subscribed before me, this 6th day of February, A. D. 1882.
THOS. H. CLARKE, *Magistrate Court No. 23.*

REPORT

OF THE

Lombard and South Street Passenger Railway Company, for the year ending November 1, 1881.

OFFICERS.		
Names.		Residences.
John B. Parsons, President,		Philadelphia.
Alfred Horner, junior, Vice President,		Philadelphia.
Francis Hazlehurst, Secretary and Treasurer,		Philadelphia.
John B. Parsons, General Superintendent,		Philadelphia.
General office at Twenth-fifth and South streets, Philadelphia.		
Names of Directors.		Residences.
William Wharton, junior,		Philadelphia.
William Rotch Wister,		Philadelphia.
Howard A. Stevenson,		Philadelphia.
Edward Samuel,		Philadelphia.
Louis J. Ladner,		Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	825,000	00
Capital stock, amount subscribed,	825,000	00
Capital stock, total amount now paid in,	194,962	50
Capital stock, number of shares issued, 12,999		
Capital stock, amount paid in on each share,	15	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year,	20	00

DEBT.

Funded Debt.		
Ground rent and mortgage,	\$12,010	00
First mortgage bonds, (due 1883, bear interest at 7 per cent., which is payable January and July,) amount,	62,500	00
Total amount now of funded debt,	\$74,510	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$70,903 88		
The amount now of floating debt,	70,903	88
Total amount now of floating and funded debt,	\$145,413	88
Funded debt as per last report, \$62,500 00		
Total cash realized from capital stock and debt,	\$340,375	88

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$276,199	09	\$281,123	56
Equipment,			25,518	95
Total cost,	\$276,199	09	\$306,637	51

CHARACTERISTICS OF ROAD.

Length of road laid,	8.54 miles.
Length of double track, including sidings,	1.33 miles.
Gauge of road,	5 ft. 2 inches.
Weight of rail per yard on main track,	43 pounds.
Number of car-houses, shops, and stables,	4
Number of depots,	2
Number of first-class passenger cars,	20
Average value of each,	\$500 00
Number of second-class passenger cars, (one horse,)	35
Average value of each,	\$400 00

Number of passengers that may be seated in each car, . . .	20 and 14
Number of other cars : 3 sweepers, 1 snow-plow.	
Number of horses owned by the company,	183
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	\$37,601 78
Average weight in pounds of passenger cars, exclusive of passenger and baggage,	4,500 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day,	369
How many miles does each horse travel daily? Some 23½, others 21.	

How is track laid and on what foundation? Gravel, yellow and white pine stringers and cross-ties.

Average time consumed by cars in passing over the road, 50 & 47 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Lombard and South, from depot, Twenty-fifth and South; down Lombard street to Front street, to Dock street; returning by way of Dock street and Front street, to South street; out South street, crossing bridge, to Thirty-third street to Spruce street, to Thirty-eighth street; returning by way of Spruce street and South street, crossing bridge, to Chippewa street, to Lombard street, to Twenty-fifth street, to depot. Passyunk avenue division : Commences at depot, Thirteenth street and Snyder avenue; along Snyder avenue to Twelfth street, to Dickinson street, to Eighth street, to Christian street, to Fifth street, to Lombard street, to Front street, to South street, to Passyunk avenue, to Juniper street, to Snyder avenue and Broad street.

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1880,	103,857	June, 1881,	138,438
December, 1880,	103,169	July, 1881,	156,915
January, 1881,	80,074	August, 1881,	178,235
February, 1881,	75,843	September, 1881,	175,387
March, 1881,	96,522	October, 1881,	181,334
April, 1881,	107,753		
May, 1881,	185,142	Total,	1,532,669

Rate of Fare for Passengers Charged.

Single fare, from November 1, 1880, to July 18, 1881, six cents; since July 18, 1881,	5 cents.
Exchange tickets,	9 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$5,781	79
Repairs of building,	631	41
Taxes on real estate,	766	55
Total,	\$7,159	75
Operating the Road.		
On account of horses,	8,017	80
Harness and repairs,	368	06
Repairs to cars,	2,365	03
Horse shoeing,	2,638	89
Hay and feed,	19,547	81
Office expenses, stationery, and depot expenses,	3,967	67
Salaries,	3,383	71
Insurance,	874	15
Watchmen, switchmen, hostlers, pay-roll, general expense of stable, conductors and drivers, all included in wages account,	29,962	61
Fluid, fuel, oil, and gas,	532	77
Damage for injury of persons,	1,613	40
Total,	\$80,431	65

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
November, 1880,	\$5,411	00	.	.	.	.	.	.	\$5,411	00
December, 1880,	5,383	84	.	.	\$200	47	.	.	5,584	31
January, 1881, .	4,271	64	.	.	25	25	.	.	4,296	89
February, 1881, .	3,898	29	.	.	243	33	.	.	4,141	62
March, 1881, . .	4,967	86	.	.	25	33	.	.	4,993	19
April, 1881, . . .	5,547	19	.	.	28	00	.	.	5,575	19
May, 1881, . . .	7,162	85	.	.	242	33	\$14	40	7,419	58
June, 1881, . . .	7,318	03	.	.	22	66	.	.	7,340	69
July, 1881, . . .	7,675	60	.	.	24	33	.	.	7,700	43
August, 1881, . .	8,840	34	.	.	242	92	.	.	8,583	26
September, 1881,	8,273	22	.	.	26	51	3	20	8,302	93
October, 1881, . .	9,100	32	.	.	27	33	3	00	9,130	55
Total,	\$77,850	08	.	.	\$1,108	96	\$20	60	\$78,479	64

SUMMARY OF PAYMENTS.

For construction,	\$27,070	08
For maintaining the road or real estate of the corporation, and operating the road,	80,431	65
For interest,	4,958	64
For new passenger cars and horses,	15,088	95
For municipal taxes,	1,697	80
For State taxes,	1,862	14
Total,	\$130,609	26
Total amount of surplus fund,	\$9,364	80

GENERAL BALANCE SHEET, DECEMBER 1, 1881.

DR.			
Cash,		\$9,364	89
Cash in hands of receiver at Snyder avenue depot,		150	00
Construction account,		281,128	56
Equipment account,		25,513	95
Real estate,		37,601	78
		\$353,754	00
CR.			
Capital stock,		\$194,962	50
Bonds,		62,500	00
Ground rents and mortgage,		12,010	00
Bills payable,		70,903	88
Profit and loss,		12,614	31
Unclaimed dividends,		8	40
Conductors deposits,		625	00
Drivers deposits,		130	00
		\$353,754	00

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 12,999 shares.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.	1	. . . . .	. . . . .	. . . . .	2	. . . . .	3

Statement of each Accident.

July 25, 1881. Henry Shields, aged ten years, fell off front platform of car No. 41, on South street near Second street. Car passed over his arm and broke it. The boy had entered car for purpose of selling newspapers.

September 30, 1881. Jacob Miller, aged about fifty years, in attempting to get on front platform of car No. 302, Passyunk avenue division, fell and broke small bone of his right leg. This accident happened at Passyunk avenue and Christian street.

October 3, 1881. Christopher Lamb, aged thirty-five years, living at 724 Mifflin street, was found lying on the track on South street near Fifth street, with his right leg fractured. He claimed to have been run over by car No. 38, but the employes of this company knew nothing about it.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, John B. Parsons, president, and Francis Hazlehurst, treasurer, of the Lombard and South Street Passenger Rail-

way Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) JOHN B. PARSONS, *President*.
 FRANCIS HAZLEHURST, *Treasurer*.

Sworn and subscribed before me, this 19th day of January, A. D. 1882.
 JAMES H. STEVENSON, *Notary Public*.

REPORT

OF THE

People's Passenger Railway Company, for the year
ending December 31, 1881.

OFFICERS.	
Names.	Residences.
George F. Work, President,	Philadelphia.
Adam Warthman, First Vice President,	Philadelphia.
George Carey, Vice President,	Philadelphia.
Thomas S. Harris, Secretary, Treasurer and General Manager,	Philadelphia.
Names of Directors.	
	Residences.
George F. Work,	Philadelphia.
George Carey,	Philadelphia.
William B. Mann,	Philadelphia.
Samuel Work,	Philadelphia.
Shreve Ackley,	Philadelphia.

CAPITAL STOCK.		
Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	40,000	00
Capital stock, amount subscribed,	1,000,000	00
Capital stock, paid in by last report, ¹	124,744	00
Capital stock, total amount now paid in,	460,000	00
Capital stock, number of shares issued,	40,000	
Capital stock, amount paid in on each share,	} on 20,000 shares,	8 00
		15 00
Capital stock, par value of each share,		25 00

DEBT.

Funded Debt.		
First mortgage bonds, (due . . . , bear interest at 7 per cent., which is payable . . . ,) amount,	\$79,000	00
Second mortgage bonds, (due . . . , bear interest at 5 per cent., which is payable . . . ,) amount,	400,000	00
Total amount now of funded debt,	\$479,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$158,934	00
Funded debt as per last report,	\$100,000	00
Floating debt as per last report,	5,815	48

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Total cost,	\$213,706	17	\$920,905	15

CHARACTERISTICS OF ROAD.

Length of road laid,	45 miles.
Length of double track, including sidings,	14 miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	45 lbs.
Number of car-houses, shops, and stables,	18
Number of depots,	5
Number of first-class passenger cars,	150
Average value of each,	\$500 00
Number of second-class passenger cars,	45
Average value of each,	\$250 00
Number of passengers that may be seated in each car,	20
Number of other cars,	5
Number of horses and mules owned by the company,	1,029
Average value of each, including harness,	\$80 00
Value of real estate held, exclusive of road way,	\$459,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,200 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5 miles.
Number of trips each day,	11
How many miles does each horse travel daily?	18
How is track laid, and on what foundation? White and yellow stringers, and cross-ties.	
Average time consumed by cars in passing over road,	80 minutes.
Describe the route of your road in detail, giving the streets occupied,	

and connection with other roads : Callowhill street branch—along Callowhill street from Schuylkill river to Front street, to Chestnut, and return to Vine, Vine to York avenue, to Callowhill, by Callowhill to starting point.

Green and Coates street branch—Fairmount avenue to Twenty-second street, to Green, to Oak, to Fairmount avenue, return on Fairmount avenue to Fairmount Park ; also, Green to Fourth, to Dickinson, to Eighth, to Fairmount avenue, to Park ; also, Green to Fourth, to Walnut, to Eighth, to Fairmount avenue, Fairmount avenue to Park.

Germantown branch—Dauphin street to Germantown via Eighth street, and Germantown avenue ; also, Dauphin to Germantown avenue, to Fourth. to Dickinson, to Eighth, to Columbia avenue, to Seventh, to Susquehanna avenue ; also, on Walnut from Fourth to Eighth.

Girard avenue branch—From Belmont and Elm avenues, along Elm and Girard avenues to Palmer, to Beach, to Shackamaxon, to Girard avenue, to Elm, to Belmont avenue ; also, Girard avenue to Fourth, to Walnut, to Eighth, to Girard avenue, to starting-point.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	85,331	August, 1881,	209,859
February, 1881,	80,547	September, 1881,	516,561
March, 1881,	94,815	October, 1881,	1,678,496
April, 1881,	100,784	November, 1881,	1,546,048
May, 1881,	122,262	December, 1881,	1,707,646
June, 1881,	126,366		
July, 1881,	156,636	Total,	6,422,851

Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of four sold for	24 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$3,402	64
Taxes on real estate,	77	74
Total,	\$3,480	38
Operating the Road.		
On account of horses,	10,069	84
Harness and repairs,	1,709	32
Repairs to cars,	2,949	46
Horse shoeing,	5,200	62
Hay and feed,	54,571	76
Office expenses, stationery, and depot expenses,	168,248	70
Salaries,		
Insurance,		
Watchmen, switchmen, hostlers, pay-roll,		
General expenses of stable,	2,211	09
Conductors and drivers,		
Fluid, fuel, oil, and gas,	491	00
Damage for injury of persons,		
Total,	\$240,451	79

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders,	\$335,256	00
From sale of bonds,	379,000	00
Total,	\$714,256	00

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881,	\$4,133	18	.	.	.	.	.	.	.
February, 1881,	3,965	37	.	.	\$190	00	.	.	.
March, 1881,	4,676	16	.	.	.	.	.	.	.
April, 1881,	5,000	62	.	.	.	.	.	.	.
May, 1881,	6,251	57	.	.	285	81	.	.	.
June, 1881,	6,829	23	.	.	.	.	.	.	.
July, 1881,	8,080	00	.	.	.	.	.	.	.
August, 1881,	9,283	70	.	.	.	.	.	.	.
September, 1881,	25,115	53	.	.	474	81	.	.	.
October, 1881,	68,486	25	.	.	546	66	.	.	.
November, 1881,	63,651	10	.	.	836	74	.	.	.
December, 1881,	68,102	33	.	.	583	73	.	.	.
Total,	\$273,075	04	.	.	\$2,916	75	\$184,042	31	\$460,034 10

SUMMARY OF PAYMENTS.

For construction,	\$707,198	98
For maintaining the road or real estate of the corporation and operating the road,	243,932	17
For interest,	3,692	91
For miscellaneous,	220,000	00
For municipal taxes,	961	50
For State taxes,	524	39
Total,	\$1,176,309	95

GENERAL BALANCE SHEET, JANUARY 1, 1883.

DR.		
Construction and equipment,	\$920,905	15
Cast deposits and payments to secure leased roads,	220,000	00
Cash balance on hand,	4,897	91
	\$1,145,803	06
CR.		
Capital stock,	\$460,000	00
Bonds,	479,000	00
Unfunded debt,	158,934	00
Profit and loss,	47,869	06
	\$1,145,803	06

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
---	-------

LEG. Doc.]

PEOPLE'S.

1027

Amount of common stock now outstanding, 40,000 shares,

par value per share,

\$25 00

Amount of stock issued as stock dividends, and dates of

issue,

None.

Rate and date of all cash dividends on stock of original and

consolidated companies,

None.

ACCIDENTS.							
PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
2	1	1	3	1

Statement of each Accident.

December 5, 1881. John McKeown, killed accidentally. Being somewhat deaf, he stepped backward in front of the horses then approaching him ; had been at work paving the street. The pole of the car struck him, and the front wheels of the car passed over him. Died in about ten min-
utrs. Coroner's jury exonerated the driver. Locality, Eighth street, above Girard avenue.

November 27, 1881. Owen Burns, Thomas Conalty, killed by steam fire engine coming in collision with car No. 30, the driver of the fire engine hav-
ing been thrown from his seat, and the horses running away. Coroner's jury exonerated the railway company from blame. Place, Fourth, near Jef-
ferson.

December 21, 1881. Lewis Baltzer, slightly injured in attempting to get
on car No. 121, on West College avenue.

STATE OF PENNSYLVANIA, }

City of Philadelphia. } ss:

Personally appeared before me, George F. Work, president, and Thomas
S. Harris, treasurer, of the People's Passenger Railway Company, who, being
duly sworn, do depose and say that they caused the foregoing statements
to be prepared by the proper officers and agents of this company, and having
carefully examined the same, declare them to be a true, full, and correct
statement of the condition and affairs of said company, for the financial year
ending December 31, A. D. 1881, according to the best of their knowledge
and belief.

(Signed)

GEORGE F. WORK, *President.*
THOMAS S. HARRIS, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1882.
BENJAMIN C. SATTERTHWAITE, *Notary Public.*

REPORT
OF THE
*People's Street Passenger Railway Company, for the
year ending October 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William Matthews, President,	Scranton.
J. C. Platt, Treasurer,	Scranton.
General office at Scranton.	

<i>Names of Directors.</i>	<i>Residences.</i>
William Matthews,	Scranton.
James Blair,	Scranton.
J. C. Platt,	Scranton.
William Connell,	Scranton.
W. W. Scranton,	Scranton.
W. R. Storrs,	Scranton.
W. W. Winton,	Scranton.
George Sanderson,	Scranton.
John B. Smith,	Dunmore.

CAPITAL STOCK.

Capital stock authorized by law,	\$150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock paid in by last report,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued, 1,500		
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
First mortgage bonds, (bear interest at 7 per cent., which is payable January and July,) amount,	\$20,000	00
Total amount now of funded debt,	\$20,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Pay-roll for October, &c.,	1,782	87
Total amount now of floating and funded debt,	\$21,782	87

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$162,101	39	\$158,580	08
Equipment,			10,002	50
Total cost,	\$162,101	39	\$168,582	58

CHARACTERISTICS OF ROAD.

Length of road laid, 9½ miles.
Length of double track, including sidings, 1,600 feet.
Gauge of road, 4 ft. 8½ inches.
Weight of rail per yard on main track, 25 pounds.
Number of car-houses, shops, and stables, 1
Number of depots, 1
Number of first-class passenger cars, 14
Average value of each, \$400 00
Number of passengers that may be seated in each car, 24 and 14
Number of horses and mules owned by the company, 45
Average value of each, including harness, \$94 00
Value of real estate held, exclusive of roadway, \$19,300 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, 3,400 and 2,400
Average rate of speed by passenger cars, including stops, (miles per hour,) 6
Number of trips each day, 16
How many miles does each horse travel daily? 16
How is track laid, and on what foundation? Stringers and ties.
Average time consumed by cars in passing over the road, 30 minutes.
Describe the route of your road in detail, giving the streets, occupied, and connection with other roads : Same as before.

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1880,	29,358	June, 1881,	34,105
December, 1880,	34,886	July, 1881,	35,033
January, 1881,	24,309	August, 1881,	37,255
February, 1881,	23,150	September, 1881,	39,256
March, 1881,	33,288	October, 1881,	36,887
April, 1881,	28,980	Total,	387,830
May, 1880,	31,823		

Rate of Fare for Passengers charged.

Single fare, 5, 6, and 10 cts.
Tickets in packages of three, four, and five sold for 25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$3,038	80
Repairs of building,	460	11
Total,	\$3,548	91
Operating the Road.		
On account of horses,	\$2,349	45
Harness and repairs,	261	64
Repairs to cars,	1,140	47
Horse shoeing,	855	45
Hay and feed,	4,730	36
Office expenses, stationery, and depot expenses,	235	76
Salaries,	1,400	00
Insurance,	185	00
Watchmen, switchmen, hostlers, pay-roll,	2,912	49
General expense of stable,	446	49
Conductors and drivers,	4,712	68
Fluid, fuel, oil, and gas,	83	48
Total,	\$22,862	18

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
November, 1880,	\$2,055	06	.	.	\$9	25	\$117	00	\$2,181 31
December, 1880,	2,442	03	.	.	3	00	28	75	2,473 78
January, 1881,	1,701	63	.	.	14	00	217	00	1,932 63
February, 1881,	1,620	52	.	.	.	.	299	00	1,919 52
March, 1881,	2,830	17	.	.	.	.	237	85	2,568 02
April, 1881,	2,028	63	.	.	12	00	307	50	2,348 13
May, 1881,	2,227	65	.	.	16	50	221	75	2,465 90
June, 1881,	2,887	85	.	.	.	.	160	71	2,548 06
July, 1881,	2,452	84	.	.	17	25	250	80	2,720 39
August, 1881,	2,607	88	.	.	13	50	152	16	2,773 54
September, 1881,	2,747	97	.	.	.	.	93	90	2,841 87
October, 1881,	2,547	15	.	.	.	.	554	95	3,102 10
Total,	\$27,148	88	.	.	\$85	50	\$2,641	37	\$29,875 25

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$22,862	18
For interest,	1,400	00
For dividends,	3,000	00
For new passenger cars,	937	50
For municipal taxes,	898	07
For State taxes,	333	29
Total,	\$28,931	04

GENERAL BALANCE SHEET, NOVEMBER 1, 1881.

DR.			
Construction,		\$139,280	08
Real estate as per inventory,		19,300	00
Cars and vehicles,		5,772	50
Horses,		4,050	00
Harness,		180	00
Trustee of treasury stock,		1,300	00
Cash on hand,		1,900	15
		\$171,782	78
CR.			
Capital stock,		\$150,000	00
Seven per centum bonds,		20,000	00
Pay-roll for October, and sundry accounts,		1,782	78
		\$171,782	78

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$150,000 00
Amount of stock issued as dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	2 per cent.

STATE OF PENNSYLVANIA, }
County of Lackawanna, } ss :

Personally appeared before me, Frederick Fuller, an alderman in said county, William Matthews, president, and J. C. Platt, treasurer, of the People's Street Passenger Railway Company, who, being duly sworn, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending October 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) WILLIAM MATTHEWS, *President*.
J. C. PLATT, *Treasurer*.

Sworn and subscribed before me, this 14th day of December, A. D. 1881.
FREDERICK FULLER, *Alderman*.

REPORT
OF THE
*Perkiomen Avenue Passenger Railway Company, for
the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Charles Breneiser, President,	Reading.
David Keiser, Secretary and Treasurer,	Reading.
Samuel E. Rigg, General Superintendent,	Reading.
General office at Reading.	

<i>Names of Directors.</i>	<i>Residences.</i>
David Keiser,	Reading.
George W. Bard,	Reading.
William D. Althouse,	Reading.
Isaac Heister,	Reading.
Aaron H. Donkle,	Reading.
Abner S. Keiser,	Pottsville, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock authorized by votes of company,	40,000	00
Capital stock, amount subscribed,	40,000	00
Capital stock paid in by last report,	40,000	00
Capital stock, total amount now paid in,	40,000	00
Capital stock, number of shares issued, 800		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for equipment, \$2,000 00		
Total amount of floating debt,	\$2,000	00
Total amount now of floating and funded debt,	2,000	00
Floating debt as per last report, \$500 00		

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$65,192	83	\$65,192	83
Equipment,	22,067	35	25,057	45
Total cost,	\$87,260	18	\$90,250	28

CHARACTERISTICS OF ROAD.

Length of road laid,	2 ² / ₁₀ miles.
Length of double track, including sidings,	⁶ / ₁₀ miles.
Gauge of road,	5 feet 2 ¹ / ₂ inches.
Weight of rail per yard on main track,	45 pounds.
Number of car-houses, shops, and stables: 1 car-house, 1 stable.	
Number of first-class passenger cars,	8
Average value of each,	\$500 00
Number of second-class passenger cars,	4
Average value of each,	\$150 00
Number of passengers that may be seated in each car: 4, 16 each; 3, 20 each; 4, 25 each; 1,	35
Number of horses and mules owned by the company,	30
Average value of each, including harness,	\$100 00
Value of real estate, exclusive of roadway, including lease and buildings,	\$5,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage: 4, 2,000 each; 3, 3,600 each; 4, 3,100 each; 1,	3,500
Average rate of speed adopted by adopted by passenger cars, including stops, (miles per hour,) . . .	4.7
Number of trips each day, each car,	13 or 14
How many miles does each horse travel daily? (average,)	20
How is track laid, and on what foundation? Broken stone and clay.	
Average time consumed by cars in passing over the road, each way,	28 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Beginning at Front street, on Penn street; thence along Penn street to Eleventh street, thence along Perkio-
men avenue to near Nineteenth street, thence on a lane to depot and city
park. No connection with other roads, but crossing Reading city passen-
ger railway at Sixth and Penn streets, and Philadelphia and Reading rail-
road at Seventh and Penn streets.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	7,448	August, 1881,	36,985
February, 1881,	7,100	September, 1881,	39,618
March, 1881,	9,056	October, 1881,	21,716
April, 1881,	15,286	November, 1881,	14,165
May, 1881,	35,400	December, 1881,	14,228
June, 1881,	29,026		
July, 1881,	48,064	Total,	278,037

NOTE.—No account is kept of season ticket holders carried.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$12,207	05
For interest,	137	05
For dividends,	1,000	00
For new passenger cars,	2,990	10
For payments to loan account,	1,500	00
For State taxes,	99	68
Total,	\$17,933	88
Total amount of surplus fund,	\$1,690	65

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Road and railway,		\$57,699	53
Stable and office building,		8,337	93
Track construction,		2,500	08
Car-house,		1,655	29
Equipment,		25,057	45
Cash,		1,690	65
		\$91,940	93
CR.			
Capital stock,		\$40,000	00
Bills payable,		2,000	00
Profit and loss and surplus,		49,940	93
		\$91,940	93

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued :
None.

Amount of common stock now outstanding, 800 shares, \$40,000 00

Amount of stock issued as stock dividends, and dates of issue : None.

Rate and date of all cash dividends on stock of original and consolidated companies : July 18, 1881, two and one half per cent.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.	1	. . . . .	1	. . . . .

Statement of each Accident.

On January 8, 1881, Charles Lebzelter, while coasting, ran down a hill upon his sled, under the wheels of a passing car, and was killed.

STATE OF PENNSYLVANIA,)
County of Berks,) 88:

Personally appeared before me, Charles Breneiser, president, and David Keiser, treasurer, of the Perkiomen Avenue Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) CHARLES BRENEISER, *President.*
DAVID KEIZER, *Treasurer.*

Sworn and subscribed before me this 17th day of January, A. D. 1882.
EZEKIEL JONES, *Alderman.*

R E P O R T

OF THE

*Philadelphia and Darby Passenger Railway Company,
for the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
C. L. Borie, President,	Philadelphia.
William W. Colket, Secretary and Treasurer,	Philadelphia.
<i>Names of Directors.</i>	<i>Residences.</i>
M. Hall Stanton,	Philadelphia.
Richard L. Ashurst,	Philadelphia.
Thomas L. Lawson,	Philadelphia.
Collins W. Walton,	Philadelphia.
A. L. Bonnaffon,	Philadelphia.
William W. Colket,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$200,000	00
Capital stock, amount subscribed,	200,000	00
Capital stock paid in by last report,	200,000	00
Capital stock, number of shares issued, 4,000		
Capital stock amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	34	00

DEBT.

Funded Debt.		
First mortgage bonds, (due May 1, 1887, bear interest at 7 per cent., which is payable May 1 and November 1, each year,) amount,	\$100,000	00
Total amount now of funded debt,	\$100,000	00
Total amount now of floating and funded debt,	100,000	00
Funded debt as per last report,	\$100,000	00
All books and papers of the company, except minute books, were made way with by the late president, S. Gross Fry.		

CHARACTERISTICS OF ROAD.

Length of road laid, original road from Market street to Darby,	5 miles, 255 ft.
Length of double track, including sidings,	1 mile, 1,846 ft.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	42 pounds.
Number of car-houses, shops, and stables,	3
Number of depots,	1
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day,	5
How many miles does each horse travel daily ?	20
How is track laid and on what foundation? Yellow pine stringers and cross-ties.	

Average time consumed by cars in passing over the road, 1 hour.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : From the borough of Darby, in Delaware county, along Darby plank road to Woodland avenue, thence along Woodland avenue to Chestnut street, connecting at this point with the Philadelphia City Passenger Railway Company.

The Philadelphia and Darby Railway Company is operated by the Philadelphia City Passenger Railway Company, under the terms and provisions of a lease executed to them for nine hundred and ninety-nine years, from January 1, 1870. The amount of receipts and expenditures and other statistics unanswered in this report, will be contained in theirs.

The Philadelphia and Darby Railway Company was re-organized May 2, 1881, with a capital of 4,000 shares of a par value of \$50 each. .

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, M. Hall Stanton, president, *pro tem.*, and W. W. Colket, treasurer, of the Philadelphia and Darby Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of

this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) M. HALL STANTON, *President, pro tem.*
WILLIAM W. COLKET, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, A. D. 1882
J. R. MASSEY, *Notary Public.*

REPORT

OF THE

*Philadelphia and Gray's Ferry Passenger Railway
Company, for the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Matthew Brooks, President,	No. 1414 Christian st., city.
J. Crawford Dawes, Secretary and Treasurer,	No. 1225 Monterey st., city.
Patrick Lovett, General Superintendent,	No. 777 North Twenty-fourth st., city.
General office at Thirty-sixth street and Gray's Ferry road.	

<i>Names of Directors.</i>	<i>Residences.</i>
J. Hicks Conrad,	No. 1506 Arch street, city.
Richard Dale,	No. 1215 Spruce street, city.
William Dulles,	No. 262 South Sixteenth street, city.
Oliver Hopkinson,	No. 1424 Spruce street, city.
James McManes,	No. 1310 Franklin street, city.
Thomas R. Woodhouse,	No. 1111 Walnut street, city.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, amount subscribed,	308,750	00
Capital stock paid in by last report,	308,750	00
Capital stock, total amount now paid in,	308,750	00
Capital stock, number of shares issued,	12,850	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	46	00

DEBT.

Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$16,000 00	
Debt incurred for any other purpose, and for what : Settlement for damage,	2,500 00	
The amount now of floating debt,	\$18,500	00
Floating debt as per last report,	\$18,500 00	
Total cash realized from capital stock and debt,	\$18,500	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction and equipment,	\$266,606	98	\$266,606	98

CHARACTERISTICS OF ROAD.

Length of road laid,	10 $\frac{3}{4}$ miles.
Length of double track, including sidings,	2 $\frac{1}{2}$ miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	44 pounds.
Number of car-houses, shops, and stables,	4
Number of depots,	1
Number of first-class passenger cars,	29
Average value of each,	\$500 00
Number of second-class passenger cars,	6 1-horse.
Average value of each,	\$300 00
Number of passengers that may be seated in each car,	20
Number of other cars,	None.
Number of horses owned by the company,	200
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway,	\$43,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day,	240
How many miles does each horse travel daily ?	18 or 19
How is track laid and on what foundation ? Usual way.	
Average time consumed by cars in passing over the road,	1 hour 35 min.
Describe the route of your road in detail, giving the streets occupied, and connection with other roads : From Gray's Ferry bridge, along Gray's Ferry road to Christian street, Twenty-second street, Spruce, and Third street, to Exchange, at Third and Walnut ; along Dock, Second, Pine, Twenty-third streets, and Gray's Ferry road, to terminus.	

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	189,032	August, 1881,	190,063
Fébruary, 1881,	163,335	September, 1881,	207,907
March, 1881,	200,849	October, 1881,	221,040
April, 1881,	213,023	November, 1881,	209,055
May, 1881,	241,071	December, 1881,	214,648
June, 1881,	217,686		
July, 1881,	207,149	Total,	2,474,798

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages of four sold for	24 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$7,143	54
Repairs of building: Included in miscellaneous.	821	36
Taxes on real estate,		
Total,	\$7,964	90
Operating the Road.		
On account of horses,	3,779	00
Harness and repairs,	1,195	11
Repairs to cars,	7,093	11
Horse shoeing,	2,909	21
Hay and feed,	24,374	46
Office expenses, stationery, and depot expenses,	231	35
Salaries,	4,600	00
Insurance: Included in miscellaneous.		
Watchmen, switchmen, hostlers, pay-roll,	11,815	08
General expense of stable,	2,430	52
Conductors and drivers,	28,966	72
Fluid, fuel, oil, and gas,	896	62
Damage for injury of persons,	390	00
Total,	\$88,681	18

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881,	\$10,252	16	\$50	00	\$115	50	\$50	00	
February, 1881,	9,417	50	50	00	118	41			
March, 1881,	10,897	29	50	00	118	41			
April, 1881,	11,657	50	50	00	118	41			
May, 1881,	13,011	09	50	00	118	41			
June, 1881,	11,684	02	300	00	117	83			
July, 1881,	11,047	37	50	00	120	16			
August, 1881,	10,108	19	50	00	119	00			
September, 1881,	11,226	03	50	00	117	83			
October, 1881,	11,921	38	50	00	116	08			
November, 1881,	11,242	49	50	00	118	41			
December, 1881,	11,557	85	300	00	116	66			
Total,	\$134,022	87	\$1,100	00	\$1,415	11	\$50	00	\$136,537 98

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$96,646	08
For interest,	950	00
For dividends,	33,936	70
For new passenger cars and horses: Included in operating the road.		
For miscellaneous,	2,865	48
For municipal taxes,	1,262	00
For State taxes,	2,962	05
Total,	\$138,122	81

GENERAL BALANCE SHEET, JANUARY 1, 1892.

DR.			
Road and equipments,	\$266,606	98	
Schuylkill River Passenger Railway Company stock,	49,050	00	
Over-issued stock,	10,000	00	
Cash,	17,282	81	
	\$342,889	79	
CR.			
Capital stock,	\$309,207	00	
Bonds and mortgages,	18,500	00	
Dividends, Nos. 9, 10, 13, 15,	45	87	
Profit and loss,	15,186	92	
	\$342,889	79	

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.

Amount of common stock now outstanding, 12,350 shares.

Amount of stock issued as stock dividends, and dates of issue, None.

Rate and date of all cash dividends on stock of original and consolidated companies: January, \$1 50 per share; July, \$1 25 per share.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	1	.....

Statement of each Accident.

On the 29th May, 1881, James McGrudden, under the influence of liquor, fell from the front platform of one of the company's cars at Gray's Ferry road and Twenty-third street, a wheel running over one leg; died at the hospital on the 31st of same month from shock.

STATE OF PENNSYLVANIA, }
County of Philadelphia. } ss :

Personally appeared before me, Matthew Brooks, president, and J. Crawford Dawes, treasurer, of the Philadelphia and Gray's Ferry Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

MATTHEW BROOKS, *President.*

J. CRAWFORD DAWES, *Treasurer.*

Sworn and subscribed before me, this 17th day of January, A. D. 1882.

JAMES P. PETIT, *Notary Public.*

R E P O R T

OF THE

*Philadelphia City Passenger Railway Company, for
the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Coffin Colket, President,	Philadelphia.
William W. Colket, Secretary, Treasurer, and General Manager,	Philadelphia.
John S. Bottorff, General Superintendent,	Philadelphia.
General office at 4180 Chestnut street, Philadelphia.	

<i>Names of Directors.</i>	<i>Residences.</i>
Winfield S. Wilson,	Philadelphia.
William G. Cochran,	Philadelphia.
Robert Reed,	Philadelphia.
George W. Burton,	Philadelphia.
John Markoe,	Philadelphia.
Collins W. Walton,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, amount subscribed,	1,000,000	00
Capital stock paid in by last report,	475,000	00
Capital stock, total amount now paid in,	475,000	00
Capital stock, number of shares issued, 20,000		
Capital stock, amount paid in on each share,	23	75
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	95	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1910, bear interest at 5 per cent., which is payable January 1 and July 1 each year,) amount,	\$200,000	00
Debenture bonds, (due March 1, 1895, bear interest at 7 per cent., which is payable March 1 and September 1 each year,) amount,	100,000	00
Total amount now of floating and funded debt,	\$300,000	00
Funded debt as per last report,	\$300,000	00
Total cash realized from capital stock and debt,	\$775,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$646,961	24	\$650,133	38
Equipment,	215,177	12	225,094	50
Total cost,	\$862,138	36	\$875,227	88

CHARACTERISTICS OF ROAD.

Length of road laid: Main line, 7 miles 363 feet; Darby railway, 10 miles 1,837 feet; total, 17 m. 2,200 ft.

Length of double track, including sidings, 6 miles.

Gauge of road, 5 feet 2½ inches.

Weight of rail per yard on main track, steel, 78 lbs. & 47 lbs.

Number of car-houses, shops, and stables, 6

Number of depots, 4

Number of first-class passenger cars, 132

Average value of each, \$800 00

Number of passengers that may be seated in each car, 20

Number of horses and mules owned by the company, 773

Average value of each, including harness, \$125 00

Value of real estate held, exclusive of roadway, \$302,650 00

Average weight in pounds of passenger cars, exclusive of passengers and baggage, 4,800

Number of trips each day: Main line, 10; park, 8: Darby, 5.

How many miles does each horse travel daily? 21

Average time consumed by cars in passing over the road, main line, 81 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From Forty-second and Chestnut streets, down Chestnut street to Front street, down Front street to Walnut street, up Walnut street to Twenty-second street, up Twenty-second street to Chestnut street, up Chestnut street to Forty-first street; branch line leaves Chestnut street at Woodland avenue, along said avenue to Darby road, along Darby road to Darby; and from Chestnut street, north on Thirty-second street to Lancaster avenue, along Lancaster avenue to Belmont avenue, and along Belmont avenue to Fairmount park.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	745,816	August, 1881,	757,203
February, 1881,	683,936	September, 1881,	800,690
March, 1881,	778,392	October, 1881,	923,647
April, 1881,	845,347	November, 1881,	873,399
May, 1881,	964,824	December, 1881,	806,814
June, 1881,	874,504		
July, 1881,	811,771	Total,	10,015,323

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages of four sold for	24 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$10,379	14
Repairs of building,	2,121	80
Taxes on real estate,	5,944	78
Total,	\$18,445	72
Operating the Road.		
On account of horses,	20,585	15
Harness and repairs,	3,879	63
Repairs to cars,	15,705	76
Horse shoeing, blacksmithing,	15,991	68
Hay and feed: Hay, \$41,742 64; oats, \$2,504 83; corn, \$49,837 79; bran, \$7,193 99; total,	100,779	25
Office expense, stationery, depot expenses, punch royalty, &c., miscellaneous and general expenses,	11,366	14
Insurance,	1,986	61
Watchmen, switchmen, hostlers, pay-roll,	178,271	65
General expense of stable, \$3,414 75; straw, \$3,581 31; total,	6,996	66
Engine and mill,	2,436	51
Fluid, fuel, oil, and gas,	5,872	60
Damage for injury of persons,	10,068	28
Total,	\$378,937	47

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881,	\$40,669	85	.	.	.	.	.	.	.
February, 1881,	37,656	26	.	.	.	.	.	.	.
March, 1881,	42,753	18	.	.	.	.	.	.	.
April, 1881,	47,037	51	.	.	.	.	.	.	.
May, 1881,	53,565	63	.	.	.	.	.	.	.
June, 1881,	48,487	81	.	.	.	.	.	.	.
July, 1881,	44,689	75	.	.	.	.	.	.	.
August, 1881,	41,554	52	.	.	.	.	.	.	.
September, 1881,	47,643	70	.	.	.	.	.	.	.
October, 1881,	51,116	76	.	.	.	.	.	.	.
November, 1881,	48,280	77	.	.	.	.	.	.	.
December, 1881,	49,769	46	\$400	00	\$6,843	12	\$6,008	99	.
Total,	\$553,225	20	\$400	00	\$6,843	12	\$6,008	99	\$566,477 31

SUMMARY OF PAYMENTS.

For construction,	\$3,172	14
For maintaining the road or real estate of the corporation, and operat- ing the road,	392,383	19
For expense of re-laying Darby railroad on account of changing grade of roadway,	11,998	11
For interest,	24,000	00
For dividends,	100,000	00
For dividends, Philadelphia and Darby Railway Company,	8,000	00
For new passenger cars and horses,	9,917	88
For ground rent,	1,750	00
For municipal taxes,	9,140	00
For State taxes,	9,449	22
Total,	\$569,805	04

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction,		\$650,183	88
Equipment,		225,094	50
Cash,		62,155	99
		\$937,388	87
CR.,			
Capital stock,		\$475,000	00
Mortgage bonds,		200,000	00
Debenture bonds,		100,000	00
Mortgage bonds, Philadelphia and Dary Railway Company,		48,000	00
Unclaimed dividends,		698	90
Unclaimed interest,		2,112	00
Profit and loss,		116,577	97
		\$937,388	87

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		Total.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.	3	1	. . . . .	. . . . .	1	1	4

Statement of each Accident.

May 28, 1881. James Bryson, injured by a car jumping the track while going down a hill at Darby, near Verlinden's mill, jamming him against a fence.

July 14, 1881. William J. Norton, employed as a hill boy, killed on Chestnut street bridge; caused by his falling on the track while running up the hill.

August 18, 1881. Mrs. R. F. Kacy, injured by falling off a car at Eighth and Chestnut streets.

August 21, 1881. A little child, in the arms of P. Barron, had its leg broken; caused by his jumping off the car at Thirty-sixth and Lancaster avenue, while in motion, and falling on the child.

October 26, 1881. Mrs. Jane Robson, injured by falling from a car at Forty-second and Lancaster avenue.

STATE OF PENNEYSLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Coffin Colket, president, and William W. Colket, treasurer, of the Philadelphia City Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)C. COLKET, *President.*
WM. W. COLKET, *Treasurer.*

Sworn and subscribed before me this 27th day of January, A. D. 1882.
J. R. MASSEY, *Notary Public.*

REPORT

OF THE

Pittsburgh, Allegheny and Manchester Passenger Rail-
way Company, for the year ending October 31, 1881.

OFFICERS.	
<i>Names.</i>	<i>Residences.</i>
W. J. Kountz, President,	Allegheny City, Pa.
Charles Seibert, Secretary and Treasurer,	Allegheny City, Pa.
<i>Names of Directors.</i>	
<i>Residences.</i>	
W. J. Kountz,	Allegheny City, Pa.
R. C. Gray,	Allegheny City, Pa.
J. D. Scully,	Pittsburgh.
Charles Atwell,	Sewickley, Allegheny co., Pa.
Joseph T. Speer,	Allegheny City, Pa.

CAPITAL STOCK.		
Capital stock, amount subscribed,	\$350,000	00
Capital stock, paid in by last report,	300,000	00
Capital stock, total amount now paid in,	350,000	00
Capital stock, number of shares issued,	7,000	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due November 8, 1892, bear interest at 8 per cent., which is payable February 1, and August 1,) amount,	\$100,000	00
Total amount now of funded debt,	\$100,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$5,000	00
The amount now of floating debt,	5,000	00
Total amount now of floating and funded debt,	\$105,000	00
Funded debt as per last report,	\$100,000	00
Floating debt as per last report,	5,000	00
Total cash realized from capital stock and debt,	\$455,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$206,050	69	\$223,198	02
Equipment,	74,399	80	82,045	94
Total cost,	\$280,450	49	\$305,243	96

CHARACTERISTICS OF ROAD.

Length of road laid,	5 ³³ / ₁₀₀ miles.
Length of double track, including sidings, about	5 ¹ / ₂ miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	40 and 45 lbs.
Number of car-houses, shops, and stables: 3 car-houses, 2 stables, and 1 new stable in the course of erection.	
Number of depots,	3
Number of first-class passenger cars,	40
Average value of each,	\$800 00
Number of passengers that may be seated in each car,	22
Number of other cars,	2 salt cars.
Number of horses and mules owned by the company,	270
Average value of each, including harness,	\$125 00
Value of real estate held, exclusive of roadway,	\$122,992 35
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4 ¹ / ₂
How many miles does each horse travel daily? Average,	16
How is track laid and on what foundation? Pine stringers, street foundation.	

Average time consumed by cars in passing over the road : 41, 60, and 95 minutes per round trip.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Main line starts from corner of Liberty and Sixth streets, Pittsburgh ; along Sixth street and across Suspension bridge to Allegheny City ; thence along Federal to Ohio street ; along West Ohio street and Western avenue to Bidwell street ; along same to Pennsylvania avenue ; along said avenue to Beaver avenue ; and along same to car-house, corner of Strawberry lane ; thence along said lane and Preble avenue, to Wood's run.

Rebecca street branch leaves main line corner of Federal and Lacock streets ; along Lacock to Craig ; along Craig to Rebecca ; along Rebecca to Beaver avenue ; and along same to car-house, corner of Walnut street.

Troy Hill branch leaves main line corner of Federal and Ohio streets ; thence along East Ohio street to car-house, near Chestnut street.

Monthly Statement of Passengers (all classes) carried in Cars.

November, 1880,	233,864	June, 1881,	251,442
December, 1880,	260,796	July, 1881,	196,533
January, 1881,	247,206	August, 1881,	179,649
February, 1881,	215,460	September, 1881,	301,398
March, 1881,	245,814	October, 1881,	296,321
April, 1881,	251,539		
May, 1881,	290,156	Total,	2,974,168

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages of five sold for	25 cents.
Childrens tickets, in packages of ten, sold for	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$8,655	61
Repairs of building,	408	70
Taxes on real estate,	869	13
Total,	\$9,928	44
Operating the Road.		
On account of horses,	6,158	10
Harness and repairs,	756	49
Repairs of cars,	5,713	06
Horse shoeing,	5,215	76
Hay and feed,	25,487	89
Office expenses, stationery, and depot expenses,	2,562	61
Salaries,	4,651	06
Insurance,	592	29
Watchmen, switchmen, hostlers, pay-roll,	16,294	08
General expense of stable,	507	96
Conductors and drivers,	33,931	40
Fluid, fuel, oil and gas,	172	31
Damage for injury of persons,	324	29
Total,	\$102,367	90

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders,	\$50,000 00
------------------------------	-------------

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
November, 1880,	\$12,578	65	.	.	\$100	00	.	.	\$12,678	65
December, 1880,	18,983	11	.	.	.	.	.	.	18,983	11
January, 1881, .	18,220	60	.	.	.	.	.	.	18,220	60
February, 1881, .	11,490	75	.	.	.	.	.	.	11,490	75
March, 1881, . .	18,103	40	.	.	.	.	.	.	18,103	40
April, 1881, . . .	18,494	27	.	.	.	.	.	.	18,494	27
May, 1881, . . .	15,605	38	.	.	.	.	.	.	15,605	38
June, 1881, . . .	18,376	82	.	.	.	.	.	.	18,376	82
July, 1881, . . .	10,560	49	.	.	.	.	.	.	10,560	49
August, 1881, . .	9,879	89	.	.	.	.	.	.	9,879	89
September, 1881,	16,510	88	.	.	15	00	.	.	16,525	88
October, 1881, . .	16,060	47	.	.	100	00	\$50,000	00	66,160	47
Total, . . .	\$159,864	71	.	.	\$215	00	\$50,000	00	\$210,079	71

SUMMARY OF PAYMENTS.

For construction,	\$17,147	88
For maintaining the road or real estate of the corporation, and operating the road,	112,296	84
For interest,	8,663	66
For dividends,	33,000	00
For new passenger cars and horses,	6,753	88
For miscellaneous, including payments on new stable,	8,478	78
For municipal taxes,	2,636	02
For State taxes,	3,746	55
For bridge toll,	5,235	96
Total,	\$197,958	00

GENERAL BALANCE SHEET, NOVEMBER 1, 1881.

DR.			
Construction,		\$223,198	02
Equipment,		82,045	94
Real estate and buildings,		122,992	35
Sundry accounts,		3,731	45
Cash on hand,		19,664	41
Profit and loss,		3,867	88
		\$455,000	00
CR.			
Capital stock,		\$350,000	00
Funded debt,		100,000	00
Unfunded debt,		5,000	00
		\$455,000	00

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$350,000 00
Amount of stock issued as stock dividends, and dates of issue,	None.

Rate and date of all cash dividends on stock of original and consolidated companies :

January 1, 1881, \$1 per share on 6,000 shares, (\$300,000 capital,)	\$6,000 00
April 1, 1881, \$1 50 per share on 6,000 shares, (\$300,000 capital,)	9,000 00
July 1, 1881, \$1 50 per share on 6,000 shares, (\$300,000 capital,)	9,000 00
October 1, 1881, \$1 50 per share on 6,000 shares, (\$300,000 capital,)	9,000 00
	<hr/>
	\$33,000 00
	<hr/>

Equal to 11 per cent. on \$300,000 capital stock. The remaining \$50,000 capital stock was not paid in until end of October, 1881.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.	1	2	1	2

Statement of each Accident.

November 30, 1880. Thomas McCaffrey, while crossing Biddle street, near Sheffield street, about five o'clock, P. M., was struck by car No. 17, and had his shoulder bone fractured and ankle sprained.

December 4, 1880. A wagon was run into by a car, on Federal street, throwing the driver, Mr. M. J. Welsch, out and injuring him slightly.

August 13, 1881. E. F. Gazzam, a deaf man, about half past eight o'clock, P. M., at the corner of Craig and Lacock streets, walked in front of, and was run over by, car No. 6, causing his death in a few minutes.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, W. J. Kountz, president, and Charles Seibert, treasurer, of the Pittsburgh, Allegheny and Manchester Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare

them to be a true and correct statement of the condition and affairs of said company, for the financial year ending October 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

W. J. KOUNTZ, *President.*

CHAS. SEIBERT, *Treasurer.*

Sworn and subscribed before me, this 3d day of December, A. D. 1881.
FRANCIS TORRANCE, *Notary Public.*

REPORT

OF THE

Pittsburgh and Birmingham Passenger Railway Com-
pany, for the year ending November 3, 1881.

OFFICERS.		
Names.		Residences.
W. W. Patrick, President,		Pittsburgh, Pa.
Robert Kirkwood, Secretary,		Pittsburgh, Pa.
John G. Holmes, Treasurer,		Pittsburgh, Pa.
Names of Directors.		Residences.
William M. Hersh,		Pittsburgh, Pa.
J. McD. Crossan,		Pittsburgh, Pa.
W. W. Patrick,		Pittsburgh, Pa.
Charles J. Clarke,		Pittsburgh, Pa.
Alexander Nimick,		Pittsburgh, Pa.

CAPITAL STOCK.		
Capital stock authorized by law,	\$200,000	00
Capital stock authorized by votes of company,	200,000	00
Capital stock, amount subscribed,	200,000	00
Capital stock paid in by last report,	150,000	00
Capital stock, total amount now paid in,	162,000	00
Capital stock, number of shares issued,	4,000	
Capital stock, amount paid in on each share,	40	50
Capital stock, par value of each share,	50	00

DEBT.		
Funded Debt.		
First mortgage bonds, (due June 12, 1892, bear interest at 7.3 per cent., which is payable on 1st day of January and July,) amount,	\$40,000	00
Total amount now of funded debt,	\$40,000	00
Total amount now of floating and funded debt,	40,000	00
Funded debt as per last report,	\$40,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$108,234	00	\$108,234	00
Equipment,	27,653	00	31,929	96
Total cost,	\$135,887	00	\$140,163	96

CHARACTERISTICS OF ROAD.

Length of road laid,	3½ miles.
Length of double track, including sidings, (no sidings,)	3½ miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	45 pounds.
Number of car-houses, shops, and stables,	1 each.
Number of depots,	1
Number of first-class passenger cars,	4
Average value of each,	\$500 00
Number of second-class passenger cars,	16
Average value of each,	\$200 00
Number of passengers that may be seated in each car,	20
Number of other cars : 1 salt and 1 feed car.	
Number of horses owned by the company,	159
Average value of each, including harness,	\$80 00
Value of real estate held, exclusive of road way,	\$52,381 67
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day,	9
How many miles does each horse travel daily?	20
How is track laid, and on what foundation? Pine stringers and turnpike foundation.	

Average time consumed by cars in passing over the road, 23 minutes.
Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Along Liberty street, from Union depot to Smithfield street, along Smithfield street to and across the Monongahela bridge to Carson street, south-side, thence along Carson street to their south-side terminus.

Monthly Statement of Passengers (all classes) carried in cars.

November, 1880,	149,461	June, 1881,	193,564
December, 1880,	164,715	July, 1881,	153,318
January, 1881,	165,919	August, 1881,	156,464
February, 1881,	150,581	September, 1881,	200,006
March, 1881,	175,461	October, 1881,	206,422
April, 1881,	192,838	Total,	
May, 1881,	207,636	2,125,385	

Rate of Fare for Passengers Charged.	
Single fare,	5 cents.
Tickets in packages of one hundred sold for	\$5 00

EXPENSES.		
Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$19,021	76
Repairs of building,	3,003	45
Taxes on real estate,	123	60
Total,	\$22,148	81
Operating the Road.		
Bridge toll,	1,883	00
On account of horses,	1,428	15
Harness and repairs,	1,013	00
Repairs to cars,	3,345	05
Horse shoeing and general blacksmithing,	2,829	68
Hay and feed,	17,051	32
Office expenses, stationery, depot, and general expenses,	2,202	87
Salaries,	3,827	50
Insurance,	506	25
Watchmen, switchmen, hostlers, pay-roll, and general expense of stable,	9,462	46
Conductors and drivers,	19,214	10
Fluid, fuel, oil, and gas,	746	42
Damage for injury of persons,	170	10
Total,	\$85,828	71

RECEIPTS.									
MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
November, 1880,	\$7,458	60	.	.	.	.	.	.	.
December, 1880,	8,165	55	.	.	.	.	.	.	.
January, 1881,	8,278	05	.	.	.	.	*\$35	00	.
February, 1881,	7,510	50	.	.	.	.	.	.	.
March, 1881,	8,743	85	.	.	.	.	.	.	.
April, 1881,	9,072	15	.	.	.	.	.	.	.
May, 1881,	10,369	75	.	.	.	.	.	.	.
June, 1881,	9,617	95	.	.	.	.	.	.	.
July, 1881,	7,658	85	.	.	.	.	.	.	.
August, 1881,	7,762	15	.	.	.	.	.	.	.
September, 1881,	10,419	50	.	.	.	.	.	.	.
October, 1881,	10,359	90	.	.	.	.	.	.	.
Total,	\$105,416	80	.	.	.	.	\$35	00	\$105,451 80

* Dividend from M. W. Company.

The expenses and payments of this year absorbed the total receipts, with \$13,726 31 of last year's bank balance.

SUMMARY OF PAYMENTS.		
For maintaining the road or real estate of the corporation, and operating the road,	\$85,828	71
For interest,	2,834	16
For dividends, \$6,000 on last year, and \$12,000 on this year,	18,000	00
For new passenger cars and horses,	4,276	96
For miscellaneous: S. S. railway purchase,	5,000	00
For municipal taxes,	1,655	62
For State taxes,	1,582	66
Total,	\$119,178	11

GENERAL BALANCE SHEET, NOVEMBER 3, 1881.

DR.			
Change,		\$80	00
Monongahela Water Company,		250	00
Real estate,		52,331	67
Construction,		108,234	00
Equipment,		31,929	98
Holmes & Sons,		2,083	06
S. S. railway purchase,		5,000	00
Profit and loss,		2,091	31
		\$202,000	00
CR.			
Bond account,		\$40,000	00
Capital stock,		162,000	00
		\$202,000	00

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	1	.....	..	.....	1	1

Statement of each Accident.

January 24, 1881. Henry Sharp, while standing on front platform of car No. 4, and being under the influence of liquor, fell off the car. The pedestal of the car struck and broke one leg. He was sent to the hospital, and recovered the use of the leg.

August 21, 1881. Herman Painter, the driver of car No. 1, fell off the car he was driving, and one foot was run over, which was partly amputated shortly after the accident. He was sent to the hospital, and died from gangrene.

STATE OF PENNSYLVANIA, } ss:
County of Allegheny, }

Personally appeared before me, W. W. Patrick, president, and John G. Holmes, treasurer, of the Pittsburgh and Birmingham Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 1, A. D. 1881, according to the best of their knowledge and belief.

(Signed) W. W. PATRICK, *President.*
JOHN G. HOLMES, *Treasurer.*

Sworn and subscribed before me, this 13th day of January, A. D. 1882.
WILLIAM LITTLE, *Notary Public.*

REPORT
OF THE
*Pittsburgh and West End Passenger Railway Com-
pany, for the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
John Reilly, President,	Pittsburgh.
John Burns, Vice President,	Pittsburgh.
Thomas S. Bigelow, Secretary and Treasurer,	Pittsburgh.
William J. Burns, General Superintendent,	Pittsburgh.
<i>Names of Directors.</i>	<i>Residences.</i>
John Reilly,	Pittsburgh.
John Burns,	Pittsburgh.
Thomas S. Bigelow.	Pittsburgh.
William J. Burns,	Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$30,000	00
Capital stock authorized by votes of company, 600		
Capital stock, amount subscribed,	17,060	14
Capital stock, paid in by last report,	17,060	14
Capital stock, total amount now paid in,	17,060	14
Capital stock, number of shares issued, 600		
Capital stock, amount paid in on each share,	28	48
Capital stock, par value of each share,	50	00
Capital stock, market value during the year,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due June, 1889, bear interest at - per cent., which is payable semi-annually,) amount,	\$16,000	00
Total amount now of funded debt,	\$16,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, \$1,500 00		
The amount now of floating debt,	1,500	00
Total amount now of floating and funded debt,	\$17,500	00
Funded debt as per last report, \$16,000 00		
Floating debt as per last report, 5,583 57		
Total cash realized from capital stock and debt: Surplus, \$6,082 71; note, \$1,500 00,	\$7,582	71

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$21,904	52	\$24,597	70
Building,			2,623	54
Equipment,	17,835	67	15,836	52
Total cost,	\$39,740	19	\$44,057	76

CHARACTERISTICS OF ROAD.

Length of road laid,	1½ miles.
Length of double track, including sidings : 3½ miles single track.	
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	31 lbs.
Number of car-houses, shops, and stables,	1
Number of depots,	1
Number of first-class passenger cars,	9
Average value of each,	\$650 00
Number of second-class passenger cars,	4
Average value of each,	\$230 17
Two busses, each,	\$315 20
Number of passengers that may be seated in each car, . .	16 and 18
Number of other cars,	2
Number of horses owned by the company,	66
Average value of each, including harness,	\$117 25
Value of real estate held, exclusive of road way, (four lots leased,	\$3,623 54
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4½
Number of trips each day,	12
How many miles does each horse travel daily ?	18
How is track laid, and on what foundation ? Cross-ties and stringers, on streets.	

Average time consumed by cars passing over road, . . . 1 hour 15 min.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Starting from Fifth avenue and Market street, to Liberty street, to Fifth street, to Penn street, to Point Bridge, to Carson street, to Main street, to Walnut street, and along Walnut street to stables. Connect with Union Passenger Railway company at Penn and Water streets.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	51,949	August, 1881,	66,685
February, 1881,	47,272	September, 1881,	73,811
March, 1881,	54,482	October, 1881,	74,638
April, 1881,	58,173	November, 1881,	69,503
May, 1881,	63,107	December, 1881,	75,399
June, 1881,	59,596		
July, 1881,	60,708	Total,	755,323

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages of five, sold for	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$1,141	83
Repairs of building,	653	47
Taxes on real estate,	38	28
Total,	\$1,833	58
Operating the Road.		
On account of horses,	\$824	00
Harness and repairs,	135	54
Repairs to cars,	462	99
Horse shoeing,	1,457	46
Hay and feed,	6,620	01
Office expenses, stationery, and depot expenses,	204	00
Salaries,	2,500	00
Insurance,	130	58
Watchmen, switchmen, hostlers, pay-roll,	4,180	61
General expense of stable,	3,058	35
Conductors and drivers,	6,046	40
Fluid, fuel, oil, and gas,	224	18
Bridge toll,	7,079	22
Total,	\$32,923	34

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From other sources,	\$1,500	00
Total,	\$1,500	00

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
January, 1881, .	\$2,745	21	.	.	.	.	\$0	85	\$2,746	06
February, 1881, .	2,488	59	.	.	.	\$30 00	20	00	2,538	59
March, 1881, .	2,841	81	.	.	.	.	.	.	2,841	81
April, 1881, . . .	3,085	57	.	.	.	.	1	50	3,087	07
May, 1881, . . .	3,313	59	.	.	.	6 53	1	00	3,321	12
June, 1881, . . .	3,111	41	.	.	.	80 00	.	.	3,191	41
July, 1881, . . .	3,277	25	.	.	.	50 00	.	.	3,327	25
August, 1881, . .	3,532	65	.	.	.	.	.	.	3,532	65
September, 1881,	3,916	64	.	.	.	.	.	.	3,916	64
October, 1881,	3,939	81	.	.	.	.	27	00	3,966	81
November, 1881,	3,687	42	.	.	.	.	.	.	3,687	42
December, 1881,	3,995	52	.	.	.	.	.	.	3,995	52
Total, . . .	\$39,935	47	.	.	.	\$166 53	\$50	35	\$40,152	35

SUMMARY OF PAYMENTS.

For construction,	\$2,693	18
For maintaining the road or real estate of the corporation, and operating the road,	32,041	26
For interest,	1,098	80
For miscellaneous.	3,058	35
For payments made to surplus fund,	6,032	71
For municipal taxes,	38	28
Total,	\$44,962	58
Total amount of surplus fund,	\$10,276	06

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Building,		\$3,623	54
Cars,		7,006	04
Horses,		7,293	50
Harness,		476	81
Omnibuses,		630	40
Construction,		24,597	70
Feed-house,		429	77
Cash drawer,		100	00
Pittsburgh Southern Railway Company,		37	40
John H. Pender,		19	00
J. G. Brice & Co.,		20	84
Booth & Flinn,		12	80
Cash on hand, per C. B.,		1,058	40
		\$45,306	20
CR.			
Capital stock,		\$17,060	14
Bonds,		16,000	00
Bills payable,		1,500	00
E. P. Reilly,		470	00
Surplus fund,		10,276	06
		\$45,306	20

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 600 shares, . \$30,000 00

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	1	.....

Statement of each Accident.

Frederick Park, a passenger, killed December 5, 1881; was sitting on driver's stool on front platform; the car jumped over some small obstruction on track, and jolted him off; he fell under the car, and was killed almost instantly; the accident occurred on Carson street, near Painter & Sons' mill.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, John Reilly, president, and William J. Burns, superintendent and acting treasurer, of the Pittsburgh and West End Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. C. REILLY,
President.

WM. J. BURNS,
Superintendent and Acting Treasurer.

Sworn and subscribed before me, this 31st day of January, A. D. 1882.
JOHN BURKE, Alderman.

REPORT
OF THE
*Pittsburgh, Oakland and East Liberty Passenger Rail-
way Company, for the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
D. W. C. Bidwell, President,	Pittsburgh.
Harvey N. Rowe, Secretary,	Pittsburgh.
D. W. C. Bidwell, Treasurer,	Pittsburgh.
John T. Gordon, General Manager,	Pittsburgh.
D. J. Duncan, Superintendent,	Pittsburgh.

General office at 143 Water street, Pittsburgh.

<i>Names of Directors.</i>	<i>Residences.</i>
D. W. C. Bidwell,	Pittsburgh.
Thomas A. Mellon,	Pittsburgh.
James R. Mellon,	Pittsburgh.
A. W. Mellon,	Pittsburgh.
R. B. Mellon,	Pittsburgh.
G. N. Mellon,	Pittsburgh.
Harvey N. Rowe,	Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock, amount subscribed,	150,000	00
Capital stock paid in by last report,	150,000	00
Capital stock, total amount now paid in,	150,000	00
Capital stock, number of shares issued, 3,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	20	00

DEBT.

Funded Debt.		
First mortgage bonds, (due January 1, 1884, bear interest, at 7 per cent., which is payable January and July,) amount,	\$45,000	00
Total amount now of funded debt,	\$45,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$43,500	00
Debt incurred for any other purpose,	9,023	08
The amount now of floating debt,	52,523	08
Total amount now of floating and funded debt,	\$97,523	08
Funded debt as per last report,	\$45,000	00
Floating debt as per last report,	40,872	58
Total cash realized from capital stock and debt,	Cannot tell.	

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$128,578	96	\$128,721	07
Equipment,	58,629	80	64,821	11
Total cost,	\$182,208	26	\$193,042	18

CHARACTERISTICS OF ROAD.

Length of road laid,	6 miles.
Length of double track, including sidings,	4½ miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	33 and 45 lbs.
Number of car-houses, shops, and stables: 1 car-house, 1 stable, 1 shop, 1 engine-house.	
Number of depots,	2
Number of first-class passenger cars,	32
Number of passengers that may be seated in each car,	18
Number of other cars: 1 salt car, 1 snow plow, 1 snow sweeper.	
Number of horses and mules owned by the company,	140
Average value of each, including harness,	\$125 00
Value of real estate held, exclusive of roadway,	\$39,250 67
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	
Number of trips each day,	5
Number of trips each day,	6 and 10
How many miles does each horse travel daily?	15 and 20
How is track laid and on what foundation? On street foundation, ties, and string pieces.	
Average time consumed by cars in passing over the road,	1 hour.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From Market street through Third avenue, Grant street, Fifth, Denniston, and Penn avenues to station on East Liberty. Returning via Hiland avenue to Fifth, thence by Fifth avenue to Grant street, Fourth avenue and Market street to place of starting. Connecting with Central and Pittsburgh and South Side passenger railways.

Monthly Statement of Passengers (all classes) carried in cars.

January, 1881,	87,767	August, 1881,	105,218
February, 1881,	80,081	September, 1881,	113,998
March, 1881,	94,193	October, 1881,	114,760
April, 1881,	101,310	November, 1881,	78,123
May, 1881,	120,999	December, 1881,	85,908
June, 1881,	117,396		
July, 1881,	117,238	Total,	1,216,991

Rate of Fare for Passengers charged.

Single fare.	6, 8, & 10 cents.
Tickets in packages of five sold for	25 cents.
Tickets in packages of sixteen sold for	\$1 00
Tickets in packages of fourteen sold for	1 00
Children's, twenty sold for	1 00
Children's, twenty-five sold for	1 00

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$5,390	12
Repairs of building,	233	05
Taxes on real estate, including water tax,	974	67
Total,	\$6,597	84
Operating the Road.		
On account of horses,	\$2,146	92
Harness and repairs,	848	49
Repairs to cars,	2,753	64
Horse shoeing,	2,114	17
Hay and feed,	17,070	52
Office expenses, stationery, and depot expenses,	8,270	29
Salaries,	3,150	00
Insurance,	847	50
General expense of stable,	8,425	58
Conductors and drivers,	18,961	70
Fluid, fuel, oil, and gas: In expense account.		
Damage for injury of persons and property,	610	35
Total,	\$85,199	16

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From other sources,	\$11,000	00
Total,	\$11,000	00

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
January, 1881,	\$5,625	72	.	.	.	.	.	.	.	.
February, 1881,	5,024	21	.	.	.	.	.	.	.	.
March, 1881,	5,889	16	.	.	.	.	.	.	.	.
April, 1881,	6,467	68	.	.	.	.	.	.	.	.
May, 1881,	7,873	52	.	.	.	.	.	.	.	.
June, 1881,	7,578	78	.	.	.	.	.	.	.	.
July, 1881,	7,665	68	.	.	.	.	.	.	.	.
August, 1881,	6,883	66	.	.	\$150	00	.	.	.	.
September, 1881,	7,385	28	.	.	.	.	.	.	.	.
October, 1881,	7,842	47	.	.	.	.	.	.	.	.
November, 1881,	4,969	72	.	.	.	.	.	.	.	.
December, 1881,	5,363	92	.	.	.	.	.	.	.	.
Total,	\$78,019	75	.	.	\$150	00	.	.	\$78,169	75

SUMMARY OF PAYMENTS.

For construction,	\$142	11
For maintaining the road or real estate of the corporation, and operating the road,	71,496	33
For interest,	5,077	28
For new passenger cars and horses,	10,755	00
For municipal taxes,	974	67
For State taxes,	48	48
Total,	\$88,498	87

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction,		\$128,721	07
Equipment,		64,321	11
Real estate,		39,250	67
Cash,		2,240	84
Sundry accounts,		2,598	29
Material on hand—feed and hay, blocks, iron, &c.,		1,600	00
Deficit,		8,791	10
		\$247,523	08
CR.			
Capital stock,		\$150,000	00
Mortgage bonds,		45,000	00
Bills payable,		50,498	30
Sundry accounts, payable on call,		2,024	78
		\$247,523	08

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	2	.....	2

Statement of each Accident.

On April 13, 1881, Mr. and Mrs. John Golding were riding in a buggy, on track, in Penn avenue, East Liberty; one wheel struck the end of a rail; the vehicle was upset; Mrs. Golding had an arm broken, and Mr. Golding was slightly injured.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

Personally appeared before me, D. W. C. Bidwell, president and treasurer, of the Pittsburgh, Oakland and East Liberty Passenger Railway Company, who, being duly sworn, does depose and say that he caused the foregoing statements to be prepared by the proper officers and agents of this

company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) D. W. C. BIDWELL, *President and Treasurer.*

Sworn and subscribed before me, this 31st day of January, A. D. 1882.
J. J. McCORMICK, *Notary Public.*

REPORT
OF THE
Pittston Passenger Railway Company, for the year
ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Griffith Thomas, President,	Pittston, Pa.
William Allen, Secretary,	Pittston, Pa.
M. W. Morris, Treasurer,	Pittston, Pa.
<i>Names of Directors.</i>	
Griffith Thomas,	Pittston, Pa.
William Allen,	Pittston, Pa.
Michael W. Morris,	Pittston, Pa.
Paul Bohan,	Pittston, Pa.
Mark McDonald,	Pittston, Pa.
Frank B. McCanna,	Pittston, Pa.
Thomas Malony,	Pittston, Pa.
Frank Brandenburg,	Pittston, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$25,000	00
Capital stock authorized by vote of company,	25,000	00
Capital stock, amount subscribed,	20,675	00
Capital stock paid in by last report,	18,362	50
Capital stock, total amount now paid in,	18,362	50
Capital stock, number of shares issued, 732		
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year, (worthless,) no market value.		

DEBT.

Funded Debt.			
* First mortgage bonds, (due February 1, 1885, bear interest at 7 per cent., which is payable semi-annually, February 1 and August 1,) amount,		\$8,000	00
Total amount now of funded debt,		\$8,000	00
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of horse and harness,	\$184 00		
Debt incurred for any other purpose, and for what: For interest,	387 50		
The amount now of floating debt,		571	50
Total amount now of floating and funded debt,		\$8,571	50
Funded debt as per last report,	\$5,500 00		
Floating debt as per last report,	1,420 00		
Total cash realized from capital stock and debt,		\$25,100	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$23,850	00	\$23,850	00
Equipment,	2,915	75	2,915	75
Total cost,	\$26,765	75	\$26,765	75

CHARACTERISTICS OF ROAD.

Length of road laid, about	1 $\frac{3}{4}$ miles.
Length of double track, including sidings, about	1 $\frac{3}{4}$ miles.
Gauge of road,	5 ft. 2 inches.
Weight of rail per yard on main track,	42 $\frac{1}{2}$ and 25 lbs.
Number of car-houses, shops, and stables,	1
Number of depots,	None.
Number of first-class passenger cars,	3
Average value of each,	\$300 00
Number of second-class passenger cars,	None.
Number of passengers that may be seated in each car,	24 and 16
Number of other cars,	None.
Number of horses and mules owned by the company,	None.
Value of real estate held, exclusive of roadway,	Nothing.
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,400

* NOTE.—The above bonds were not sold by the company, but placed in bank as collateral for loan of \$5,500, but during the year 1881 were sold by the bank for non-payment of interest on the loan.

M. W. MORRIS.

Average rate of speed adopted by passenger cars, including stops, (miles per hour,) 6
Number of trips each day, 11
How many miles does each horse travel daily? 19
How is track laid, and on what foundation? Cross-ties and oak stringers.
Average time consumed by cars in passing over the road, 28 minutes.

Describe the route of your road in detail, giving the streets occupied and connection with other roads: Commencing at the depot, junction of the Lehigh Valley and Lackawanna and Bloomsburg division of the Delaware, Lackawanna and Western railroads; thence along and upon Main street to Railroad street.

NOTE.—That portion of the road laid with T iron, extending from Railroad street to Tompkins' Pond, the iron has been removed by the company and the ties taken up. M. W. M.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	3,423	August, 1881,	5,749
February, 1881,	2,882	September, 1881,	5,773
March, 1881,	3,978	October, 1881,	3,961
April, 1881,	3,720	November, 1881,	3,022
May, 1881,	3,902	December, 1881,	1,997
June, 1881,	5,039		
July, 1881,	5,896	Total,	49,342

Rate of Fare for Passengers charged.

Single fare,	5 cents.
Tickets in packages of twenty-five sold for	\$1 00

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.			
Repairs of road bed and railway,		\$225	24
Total,		\$225	24
Operating the Road.			
On account of horses,		142	50
Harness and repairs,		17	75
Repairs to cars,		305	31
Horse shoeing,		84	00
Hay and feed,		578	37
Salaries,		164	68
General expense of stable,		228	00
Conductors and drivers,		436	00
Fluid, fuel, oil, and gas,		17	38
Total,		\$1,973	99

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
January, 1881, .	\$166	33	.	.	.	.	.	.	.	.
February, 1881, .	139	40	.	.	.	.	.	.	.	.
March, 1881, .	193	82	.	.	.	.	.	.	.	.
April, 1881, . . .	179	51	.	.	\$9	00	\$559	38	.	.
May, 1881, . . .	188	18	.	.	7	50	20	00	.	.
June, 1881, . . .	241	12	.	.	.	.	9	00	.	.
July, 1881, . . .	286	36	.	.	.	.	.	.	.	.
August, 1881, . .	277	96	.	.	.	.	.	.	.	.
September, 1881,	279	65	.	.	.	.	17	50	.	.
October, 1881,	190	90	.	.	.	.	.	.	.	.
November, 1881,	147	88	.	.	.	.	.	.	.	.
December, 1881,	96	74	.	.	.	.	450	10	.	.
Total,	\$2,386	85	.	.	\$16	50	\$1,055	98	\$3,457	14

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$2,199	23
For interest,	811	61
For payments to loan account,	1,122	83
Total,	\$3,633	67

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction account,	\$23,850	00	
Equipment account,	2,915	75	
	\$26,765	75	
CR.			
By capital stock,	\$18,362	50	
By loan on bond and mortgage,	5,500	00	
By bills payable or floating debt,	571	50	
By profit and loss,	2,831	75	
	\$26,765	75	

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	\$18,362 50
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

ACCIDENTS.

No accidents.

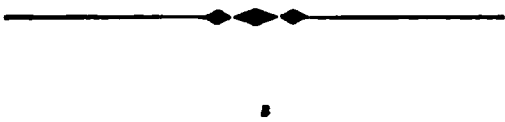
STATE OF PENNSYLVANIA, }
County of Luzerne, } ss :

Personally appeared before me, Griffith Thomas, president, and Michael W. Morris, treasurer, of the Pittston Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

GRIFFITH THOMAS, *President.*
M. W. MORRIS, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1882.
JAMES GIBBONS, *Justice of the Peace.*



REPORT

OF THE

Reading City Passenger Railway Company, for the
year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
B. F. Owen, President,	517 Court street and 545 Centre avenue.
James L. Douglas, Vice President,	211 South Fifth street.
Henry A. Muhlenberg, Secretary and Treasurer,	532 Washington street and 200 North Fourth street.
John A. Rigg, General Superintendent,	928 North Sixth street.

General office corner of Sixth and Spring streets, Reading, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
Benjamin F. Owen,	517 Court street and 545 Centre avenue.
James L. Douglas,	211 South Fifth street.
Henry A. Muhlenberg,	532 Washington street.
Henry Hartman,	53 South Sixth street.
John McKnight,	225 Penn street.
William A. Medlar,	215 North Sixth street.
Albert Thalheimer,	135 North Eighth street.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock authorized by votes of company,	50,000	00
Capital stock, amount subscribed,	41,550	00
Capital stock paid in by last report,	40,550	00
Capital stock, total amount now paid in,	40,550	00
Capital stock, number of shares issued, 831		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year, per share, . . .	40 to 45	00

DEBT.

Total cash realized from capital stock and debt, \$40,550 00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$30,244	75	\$30,244	75
Equipment,	16,978	39	16,978	39
Total cost,	\$47,223	14	\$47,223	14

CHARACTERISTICS OF ROAD.

Length of road laid, 2½ miles.

Length of double track, including sidings: No double track, sidings every two squares.

Gauge of road, 5 feet 2 inches.

Weight of rail per yard on main track, 45 pounds.

Number of car-houses, shops, and stables: 1 car-house and 1 stable.

Number of depots, 1

Number of first-class passenger cars, 11

Average value of each: Cost of 10 cars, \$800 each; and of 1, \$250; present value of each, \$400 00

Number of passengers that may be seated in each car: In 10 cars, from 20 to 24; in 1 car, 60.

Number of horses and mules owned by the company, 36

Average value of each, including harness, \$125 00

Value of real estate held, exclusive of roadway: The company holds no real estate at present.

Average rate of speed adopted by passenger cars, including stops, (miles per hour,) 5

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: The road begins at the corner of Fourth and Robeson streets; thence runs down Sixth to Canal street. The road has attached to it two branches, as part of the street railway, one extend-

ing from Sixth street to the depot of the Philadelphia and Reading Railroad Company, and one extending from the corner of Fourth and Robeson streets to the Charles Evans cemetery, in the city of Reading, Pa. The road connects, at the corner of Sixth and Penn streets, with the Perkiomen Avenue Passenger Railway Company.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	18,542	August, 1881,	33,776
February, 1881,	12,169	September, 1881,	35,297
March, 1881,	15,059	October, 1881,	27,700
April, 1881,	19,721	November, 1881,	22,157
May, 1881,	33,228	December, 1881,	24,636
June, 1881,	28,318		
July, 1881,	33,288	Total,	298,891

Rate of Fare for Passengers charged.

Single fare,	5 cents.
Tickets in packages of five sold for	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road-bed, railway, and buildings:		
Paving and paving stone,	\$184 84	
Lumber,	846 60	
Repair and renewal account,	499 03	
Hardware,	574 62	
Railway supplies,	493 45	
		\$2,598 54
Total,		\$2,598 54
Operating the Road.		
On account of horses,		1,289 65
Horse shoeing,		287 11
Hay and feed:		
Hay,	\$1,455 36	
Feed,	2,966 80	
Freight,	420 72	
		4,842 88
Office expenses, stationery, and depot expenses,		73 25
Salaries,		800 00
Insurance,		124 77
Watchmen, switchmen, hostlers, pay-roll, conductors, drivers, and general expense of stable: Pay-rolls of all men employed upon the road in 1881,		4,698 05
Rents, \$82; royalty on bell punch, \$174 50,		256 50
Total,		\$14,968 75

RECEIPTS.

MONTHS.	From passengers.		Rent.		Horses.		Other sources.		Total.	
December, 1880,									*\$1,227	20
January, 1881,	\$848	79							848	79
February, 1881,	756	87					†\$492	25	1,248	62
March, 1881,	874	93			\$140	00	23	70	1,088	63
April, 1881,	1,136	67							1,136	67
May, 1881,	1,788	76							1,788	76
June, 1881,	1,586	08							1,586	08
July, 1881,	1,821	08							1,821	08
August, 1881,	1,902	48							1,902	48
September, 1881,	2,088	48			50	00			2,088	48
October, 1881,	1,624	02							1,624	02
November, 1881,	1,340	11			150	00			1,490	11
December, 1881,	1,407	26			87	50			1,494	76
Total,	\$17,129	98			\$427	50	\$515	95	\$19,290	63

* Balance from 1880.

† This sum was a temporary loan; the note of the company for \$500—dated February 11, 1881, at ninety days, having been discounted by the Union National Bank of Reading. The proceeds, discount deducted, were \$492 25.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	*\$18,679	10
For dividends,	1,171	50
For new passenger cars and horses,	1,289	65
For payments to loan account,	500	00
For miscellaneous,	91	15
For municipal taxes,	67	48
For State taxes,	259	76
Total,	\$17,058	64
Total amount of surplus fund,	\$2,281	99

* The item of horses, \$1,289 65, (since it appears again in the summary of payments,) is deducted from amount of expenses, \$14,968 75, (page 6,) making the item of maintaining the road, &c., &c., &c., \$13,679 10, as above.

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction account,		\$30,244	75
Equipment account,		16,978	39
Total construction and equipment accounts,		\$47,223	14
The materials on hand consist principally of supplies for the stable, amounting to about \$600 00.			
During the year 1881 there was expended for paving and paving stone, \$184 84; lumber, \$846 60; repair and renewal account, \$499 03; hardware, \$574 62; railway supplies, \$493 45; total,			
		2,598	54
These accounts might have been charged to construction and equipment accounts, if it had been the policy of the directors to do so, since they were payments in excess of the ordinary operating expenses of the road; but since the property of the company has been merely kept up to its condition at the completion of the road, the directors have decided to charge off all these accounts to the operating account of the year 1881.			
The amount due upon unsettled accounts on January 1, 1882, was trifling.			
Surplus fund, December 31, 1881,		2,281	99
Total,		\$52,058	67

CR.			
Capital stock, 811 shares, at \$50 per share,		\$40,550	00
The "Reading City Passenger Railway Company" has no funded debt. The company owes no unfunded debt incurred for construction, equipment, or purchase of property. There were no accounts or floating debt due and payable January 1, 1892, owed by the company on December 31, 1881.			
Unclaimed dividends,		90	00
The capital stock of the company is now worth from \$40 to \$45 per share, hence there is no premium account connected with the same. Improvements made upon the road, as per page 8, the amounts to be written off to the operating account of the year 1881,			
		2,598	54
The surplus fund on December 31, 1881, was \$2,231 99; the balance at that date in the hands of the treasurer from and out of which on January 4, 1882, a dividend of 4 per cent. or \$2 per share (amounting to \$1 622) was declared, and has since that date (with the exception \$40) been paid,			
		2,231	99
* Difference between cost of the road and balance on hand, as per page 8, \$52,053; and four first items on credit side general balance sheet, .			
		6,583	14
Total,		\$52,053	14

* This difference having been paid out of the cash earnings of the company, it can fairly be a credit to the profit and loss account.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued : No preferred has ever been issued by the "Reading City Passenger Railway Company."

Amount of common stock now outstanding: 811 shares, at \$50 per share.

Amount of stock issued as stock dividends and dates of issue : There has been no stock issued as a stock dividend by the "Reading City Passenger Railway Company."

Rate and date of all cash dividends on stock of original and consolidated companies : January 17, 1881, dividend declared, No. 1 ; 2 per cent. on 831 shares, or \$41,550 ; total amount of dividend, \$831.

Dividend, No. 2, declared January 7, 1881, 3 per cent. on 811 shares, at \$50 per share, or \$40,550 ; total amount of dividend, \$1,216 50.

Dividend, No. 3, declared January 4, 1882, payable after January 10, 4 per cent. on 811 shares ; total amount of dividend, \$1,622.

Statement of each Accident.

There has been no accident on the line of the Reading City Passenger Railway Company, during the course of the year 1881, by which any passenger was either killed or injured, or by which any employ  was either killed or permanently injured.

STATE OF PENNSYLVANIA, }
County of Berks, } ss :

Personally appeared before me, Benjamin F. Owen, president, and Henry A. Muhlenberg, treasurer, of the Reading City Passenger Railway Com-

pany, who, being duly sworn, do depose and say that they caused the fore-
going statements to be prepared by the proper officers and agents of this
company, and having carefully examined the same, declare them to be a
true, full, and correct statement of the condition and affairs of said com-
pany, for the financial year ending December 31, A. D. 1881, according to
the best of their knowledge and belief.

(Signed)B. F. OWEN, *President*.
HENRY A. MUHLENBURG, *Treasurer*.
Sworn and subscribed before me, this 20th day of January, A. D. 1882.
T. O. YARINGTON, Jr., *Notary Public*.

REPORT

OF THE

Ridge Avenue Passenger Railway Company, for the
year ending December 31, 1881.

OFFICERS.		
Names.		Residences.
J. B. Edwards, President,		—
John Lambert, Vice President,		—
William S. Blight, Secretary and Treasurer,		—
William Myers, General Superintendent,		—
General office at Ridge and Susquehanna avenues, Philadelphia, Pa.		

Names of Directors.	Residences.
William S. Grant,	Philadelphia.
William T. Carter,	Philadelphia.
Henry Norris,	Philadelphia.
Charles Thomson Jones,	Philadelphia.
R. A. F. Penrose, M. D.,	Philadelphia.

CAPITAL STOCK.		
Capital stock authorized by law,	\$750,000	00
Capital stock authorized by votes of company,	750,000	00
Capital stock, amount subscribed,	420,000	00
Capital stock paid in by last report,	420,000	00
Capital stock, total amount now paid in,	420,000	00
Capital stock, number of shares issued,	15,000	
Capital stock, amount paid in on each share,	28	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	100	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction, lot, and equipment,	\$559,791	49	\$561,367	25
Total cost,	\$559,791	49	\$561,367	25

CHARACTERISTICS OF ROAD.

Length of road laid,	15 miles.
Length of double track, including sidings,	15 miles.
Guage of road,	5 feet 1 inch.
Weight of rail per yard on main track,	45 pounds.
Number of car-houses, shops, and stables,	1
Number of depots,	1
Number of first-class passenger cars,	53
Average value of each,	\$400 00
Number of second-class passenger cars,	None.
Number of passengers that may be seated in each car,	20
Number of horses and mules owned by the company,	298
Average value of each, including harness,	\$60 00
Value of real estate held, exclusive of roadway, (assessed value,)	\$65,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	5,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day,	10
How many miles does each horse travel daily?	21
How is track laid, and on what foundation? Yellow pine, gravel.	

Average time consumed by cars in passing over the road, 2½ hours.
Describe the route of your road in detail, giving the streets occupied, and connection with other roads : From Second and Arch to Manayunk via Ninth and Tenth streets. No exchange.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	346,255	August, 1881,	472,427
February, 1881,	325,403	September, 1881,	473,896
March, 1881,	379,103	October, 1881,	468,268
April, 1881,	431,825	November, 1881,	444,366
May, 1881,	517,968	December, 1881,	467,064
June, 1881,	488,565		
July, 1881,	488,382	Total,	5,298,495

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages of five sold for	25 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$19,252	83
Repairs of building,	687	07
Taxes on real estate,	9,420	61
Total,	\$29,360	51
Operating the Road.		
On account of horses,	\$4,882	50
Harness and repairs,	1,470	99
Repairs to cars,	6,727	18
Horse shoeing,	6,123	01
Stable,	54,640	99
Office expenses, stationery, and depot expenses,	} 13,964	85
Salaries,		
Insurance,	791	55
Running expenses,	65,166	24
Damage for injury of persons,	1,254	65
Total,	\$155,031	94

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Expended for construction account,	\$2,015	76
Cash from sale of Manayunk depot, off,	440	00
Total,	\$1,575	76

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881,	\$17,910	02	.	.	.	.	.	.	.
February, 1881,	16,936	58	.	.	.	.	.	.	.
March, 1881,	19,616	96	.	.	.	.	.	.	.
April, 1881,	22,571	93	.	.	.	.	.	.	.
May, 1881,	26,761	95	.	.	.	.	.	.	.
June, 1881,	24,983	45	.	.	.	.	.	.	.
July, 1881,	25,156	00	.	.	.	.	.	.	.
August, 1881,	24,382	41	.	.	.	.	.	.	.
September, 1881,	24,433	84	.	.	.	.	.	.	.
October, 1881,	24,259	42	.	.	.	.	.	.	.
November, 1881,	22,867	99	.	.	.	.	.	.	.
December, 1881,	24,365	09	.	.	.	.	\$477	70	.
Total,	\$274,275	64	.	.	.	.	\$477	70	\$274,753 34

SUMMARY OF PAYMENTS.

For construction,	\$1,575	76
For maintaining the road or real estate of the corporation, and operating the road,	174,961	84
For dividends,	90,000	00
For municipal and State taxes,	9,420	61
Total,	\$275,958	21

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction,		\$561,367	25
Cash,		34,713	71
		\$596,080	96
CR.			
Capital stock,		\$420,000	00
Invested in depot, stables, &c.,		139,791	49
Profit and loss,		36,289	47
		\$596,080	96

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	2	.....	2	.....

Statement of each Accident.

June 9, 1881. Samuel Hatfield, ten years of age, was playing around the car and fell, and was run over and instantly killed.

August 18, 1881. Charles Potts, member of park guard, fell while getting on front platform, was run over, and subsequently died from the effects of his injuries.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, E. B. Edwards, president, and William S. Blight, treasurer, of the Ridge Avenue Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

E. B. EDWARDS, *President.*

WILLIAM S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, this 12th day of January, A. D. 1882
JOS. S. RILEY, *Magistrate of Court No. 19.*

REPORT
OF THE
*Schuylkill River Passenger Railway Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Oliver Hopkinson, President,	No. 1424 Spruce street, city.
J. Crawford Dawes, Secretary,	1225 Monterey street, city.
General office at Thirty-sixth street and Gray's Ferry road.	
<i>Names of Directors.</i>	<i>Residences.</i>
Matthew Brooks,	No. 1414 Christian street, city.
J. Hicks Conrad,	No. 1506 Arch street, city.
William Penn Chandler,	No. 2110 Spruce street, city.
Joseph Hopkinson,	No. 1424 Spruce street, city.
Thomas R. Woodhouse,	No. 1111 Walnut street, city.
Samuel W. Woodhouse,	No. 500 South Forty-second street, city.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock authorized by votes of company,	500,000	00
Capital stock. amount subscribed,	500,000	00
Capital stock paid in by last report,	50,000	00
Capital stock, total amount now paid in,	50,000	00
Capital stock, number of shares issued,	10,000	
Capital stock, amount paid in on each share issued,	5	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	No sales.	

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$47,463	54	\$47,463	54

CHARACTERISTICS OF ROAD.

Length of road laid,	3 ⁵⁸⁶ / ₈₈₀ miles.
Length of double track, including sidings,	³ / ₈ mile.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	44 pounds.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From the old depot of the Philadelphia and Gray's Ferry Railway Company, at Twenty third and Spruce streets, along Twenty-third street to Callowhill; thence to Twenty-fifth, and along Twenty-fifth to main entrance to Fairmount Park, at Green street, returning *via* Twenty-fifth, Hamilton, Twenty-second, Filbert, Twenty-third, Walnut, and Twenty-second to Spruce.

The Schuylkill River passenger railway is operated by the Philadelphia and Gray's Ferry Passenger Railway Company, under the terms of a lease for ninety-nine years, from December 29, 1866. The report of receipts and expenditures will, therefore, be included in the report of the lessees.

Provided, also, in the terms of the lease, a condition for the conversion of the stock into the stock of the company lessees, which has been done, with the exception of one hundred and ninety shares, the lessees paying to the lessors fifty cents a share per annum consideration.

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Road and equipments,		\$47,463	54
Balance of cash paid over to the Philadelphia and Gray's Ferry Com- pany at the time of lease,		2,536	46
		<u>\$50,000</u>	<u>00</u>
CR.			
Capital stock,		\$50,000	00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Oliver Hopkinson, president, and J. Crawford Dawes, secretary, of the Schuylkill River Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

O. HOPKINSON, *President.*

J. CRAWFORD DAWES, *Secretary.*

Sworn and subscribed before me, this 17th day of January, A. D. 1882.

JAMES P. PETIT, *Notary Public.*

REPORT

OF THE

Second and Third Streets Passenger Railway Company,
for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
Alexander M. Fox, President,	1415 North Broad street.
Charles D. Matlack, Secretary,	703 North Eighth street.
William F. Miller, Treasurer,	2119 Germantown avenue.
George W. Thorn, Solicitor,	613 Vine street.
Samuel H. Weir, General Superintendent,	2453 Frankford Road.
Charles C. Winnemore, Superintendent,	2453 Frankford Road.
Old Treasurer, E. M. Cornell.	

Names of Directors.	Residences.
Israel Peterson,	Philadelphia.
Benjamin F. Huddy,	Philadelphia.
William Anspack,	Philadelphia.
Andrew J. Holman,	Philadelphia.
William Eisenbrey,	Philadelphia.
M. Hall Stanton,	Philadelphia.
Edwin T. Eisenbrey,	Philadelphia.
James Simpson,	Philadelphia.
Alexander L. Crawford,	Philadelphia.
Joseph R. Whitaker,	Philadelphia.
James A. Freeman,	Philadelphia.
Horace T. Potts,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,060,200	00
Capital stock authorized by votes of company,	1,060,200	00
Capital stock, amount subscribed,	1,060,200	00
Capital stock paid in by last report,	771,076	25
Capital stock, total amount now paid in,	771,076	25
Capital stock, number of shares issued, 21,204		
Capital stock, amount paid in on each share, about	40	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	112	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$915,310	96	\$920,788	72

CHARACTERISTICS OF ROAD.

Length of road laid,	37 miles.
Length of double track, including sidings,	4 miles.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	43 to 55 lbs.
Number of car-houses, shops, and stables,	7
Number of depots,	2
Number of first-class passenger cars,	101
Average value of each,	\$800 00
Number of second-class passenger cars,	10
Average value of each,	\$500 00
Number of passengers that may be seated in each car, . .	22
Number of other cars,	11
Number of horses and mules owned by the company, . .	660
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of roadway,	\$100,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day,	628
How many miles does each horse travel daily?	21
How is track laid, and on what foundation? Wooden stringers, tram-rails, gravel foundation.	
Average time consumed by cars in passing over the road,	2 hours.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commence at Harrison street, Frankford, on Frankford road; thence along said road to Jefferson street, along Jefferson street to Second, along Second to Mifflin, along Mifflin to Third, along Third to Germantown road, along Germantown road to Oxford, along Oxford to Front, along Front to Amber, along Amber to the depot, on the Frankford road, near Lehigh avenue; thence along the Frankford and Bristol turnpike to Mill street, along Mill street to Paul, along Paul street to the said turnpike road; thence along the said turnpike to the place of beginning; also, commencing on Bridge street, in Bridesburg; thence along Bridge street to Richmond street, along Richmond street to the Frankford road; along Frankford road to Laurel street, along Laurel street to Delaware avenue, along Delaware avenue to Fairmount avenue, along Fairmount avenue to Second street, along Second to Dock, along Dock to Third, along Third to Brown, along Brown to Beach, along Beach to Laurel, along Laurel to the Frankford road, along Frankford road to Girard avenue, along Girard avenue to Norris, along Norris to Richmond, along Richmond street to depot, at Richmond street and Allegheny avenue; also, a branch commencing at Richmond street and Frankford road, along Richmond to Front, along Front to Laurel, along Laurel to New Market, along New Market to

Vine, along Vine to Front, along Front to Chestnut; also, a branch commencing at Huntingdon street and Frankford road, along Huntingdon to Coral, along Coral to York, along York to Second, along Second to Jefferson, along Jefferson to Germantown road; also, on Third street, commencing at Oxford, along Third to Dauphin, along Dauphin to Emerald, along Emerald to Cumberland, along Cumberland to Richmond street; also, on Second street, from York to Lehigh avenue; also, on Berks street, from Second to Third street.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	643,035	August, 1881,	845,077
February, 1881,	590,997	September, 1881,	827,846
March, 1881,	700,953	October, 1881,	825,403
April, 1881,	729,788	November, 1881,	782,931
May, 1881,	799,892	December, 1881,	823,315
June, 1881,	771,316		
July, 1881,	816,339	Total,	9,156,392

Rate of Fare for Passengers charged.

Single fare,	6, 4½ & 4 cents.
Tickets in packages of four sold for	24 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$27,786	74
Repairs of building,	1,132	41
Taxes on real estate,	2,057	36
Total,	\$30,926	51
Operating the Road.		
On account of horses,	\$17,764	00
Harness and repairs,	2,606	28
Repairs to cars,	13,044	40
Horse shoeing,	10,577	40
Salt hay,	334	74
Hay and feed,	77,430	15
Straw,	4,517	65
Office expenses, stationery, depot, and miscellaneous expenses, . . .	11,665	68
Salaries,	13,190	00
Insurance,	1,710	00
Watchmen, switchmen, hostlers, pay-roll,	42,951	78
General expense of stable,	2,110	97
Conductors and drivers,	117,149	67
Fluid, fuel, oil, and gas,	1,829	08
Damage for injury of persons,	2,158	07
Total,	\$319,039	87

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
January, 1881, .	\$35,756	69	.	.	\$683	93	.	.	.	.
February, 1881, .	32,841	09	.	.	651	65	.	.	.	.
March, 1881, . .	39,127	04	.	.	552	59	.	.	.	.
April, 1881, . . .	40,663	02	.	.	596	98	\$800	00	.	.
May, 1881,	44,514	68	.	.	590	48	750	00	.	.
June, 1881,	42,943	73	.	.	593	37	.	.	.	.
July, 1881,	45,489	34	.	.	720	89	.	.	.	.
August, 1881, . . .	47,140	10	.	.	588	60	.	.	.	.
September, 1881, .	46,237	93	.	.	585	12	.	.	.	.
October, 1881, . .	46,182	49	.	.	592	19	.	.	.	.
November, 1881, .	43,777	02	.	.	602	15	.	.	.	.
December, 1881, .	45,979	82	.	.	692	83	.	.	.	.
Total,	\$510,552	95	.	.	\$7,400	78	\$1,350	00	\$519,303	73

COST OF ROAD AND EQUIPMENT.

For construction,	\$5,477	76
For maintaining the road or real estate of the corporation, and operating the road,	349,966	38
For dividends,	127,535	00
For municipal taxes,	10,951	92
For State taxes,	10,833	97
Total,	\$504,765	08

GENERAL BALANCE SHEET, DECEMBER 31, 1881.

DR.			
Construction,		\$920,788	72
Supplies,		38,535	13
Individual ledger balances,		4,564	50
Cash,		55,908	52
		\$1,019,791	87
CR.			
Capital stock,		\$771,076	25
Blanket money,		228	00
Unpaid dividends,		1,150	50
Earnings appropriated to construction,		208,801	99
Earnings appropriated to supplies,		38,535	13
		\$1,019,791	87

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, Have none.

Amount of common stock now outstanding, \$1,060,200 00

Amount of stock issued as stock dividends, and dates of issue, None this year.

Rate and date of all cash dividends on stock of original and consolidated companies: January 10, 1881, 3 per cent.; April 11, 1881, 3 per cent.; July 11, 1881, 3 per cent.; October 5, 1881, 3 per cent.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	.....	1	.. . .

Statement of each Accident.

George McDowell was run over by car on December 26, 1881, at Second and Mary streets, from the effects of which he died.
Several slight accidents, not considered sufficient to note.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, Alexander M. Fox, president, and William F. Miller, treasurer, of the Second and Third Streets Passenger Railway Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) ALEXANDER M. FOX, *President.*
WM. F. MILLER, *Treasurer.*

Affirmed and subscribed before me, this 28th day of January, A. D. 1882.
J. GORDON SHOWAKER, *Notary Public.*

REPORT

OF THE

Seventeenth and Nineteenth Streets Passenger Railway Company, for the year ending December 31, 1881.

OFFICERS.

Names.	Residences.
Matthew S. Quay, President,	Philadelphia.
John B. Peddle, Secretary and Treasurer,	Philadelphia.
Jacob C. Petty, General Superintendent,	Philadelphia.
General office at southeast corner of Twenty-third and Brown streets, Philadelphia.	

Names of Directors.

Residences.

John L. Hill,	Philadelphia.
Thomas J. Smith,	Philadelphia.
William R. Leeds,	Philadelphia.
Benjamin C. Mann,	Philadelphia.
George W. Elkins,	Pittsburgh.

CAPITAL STOCK.

Capital stock authorized by law,	\$500,000	00
Capital stock, amount subscribed,	500,000	00
Capital stock paid in by last report, supposed to be	250,000	00
Capital stock, total amount now paid in, supposed to be	250,000	00
Capital stock, number of shares issued, 10,000		
Capital stock, amount paid in on each share, supposed to be	25	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	25	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July, 1906, bear interest at 7 per cent., which is payable January and July,) amount,	\$100,000	00
Mortgage on real estate, depot property, Seventeenth and Berks, (bear interest at 6 per cent., which is payable January and July,) amount,	28,500	00
Mortgage on real estate, depot property, Seventeenth and Berks, (bear interest at 6 per cent., which is payable January and July,) amount,	6,000	00
Total amount now of funded debt,	\$134,500	00
Total amount now of floating and funded debt,	134,500	00
Funded debt as per last report, \$134,500 00		
Total cash realized from capital stock and debt, supposed to be	\$250,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$162,024	60	\$162,024	60
Equipment,	67,222	00	67,222	00
Total cost,	\$229,246	60	\$229,246	60

CHARACTERISTICS OF ROAD.

Length of road laid,	7½ miles.
Length of double track, including sidings,	None.
Gauge of road,	5 ft. 2 inches.
Weight of rail per yard on main track,	43 and 55 lbs.

Included in the report of the Union Passenger Railway Company of Philadelphia.

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages of four sold for	24 cents.

Expenses included in the report of the Union Passenger Railway Company of Philadelphia.

RECEIPTS.

Received from the Union Passenger Railway Company,
(rental,) \$15,000 00

SUMMARY OF PAYMENTS.

For dividends: January, 1881, \$7,500; July, 1881, \$7,500,	\$15,000	00
Total,	\$15,000	00

General balance sheet included in account of the Union Passenger Rail-
way Company.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, M. S. Quay, president, and John B. Peddle, treasurer, of the Seventeenth and Nineteenth Streets Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) M. S. QUAY, *President.*
JOHN B. PEDDLE, *Treasurer.*

Sworn and subscribed before me, this 24th day of January, A. D. 1882.
JOHN J. FRANKLIN,
Deputy Recorder, city of Philadelphia.

REPORT

OF THE

*South-Side Passenger Railway Company, for the year
ending December 31, 1881.*

OFFICERS.

Names.	Residences.
D. Z. Brickell, President,	Centre avenue, Pittsburgh.
W. T. Wallace, Secretary and Treasurer,	Centre avenue, Pittsburgh.
W. M. Rosborough, General Superintendent,	Twenty-second and Sarah st., South-Side.
Names of Directors.	Residences.
D. Z. Brickell,	Pittsburgh, Pa.
James S. Alexander,	Monongahela City, Pa.

W. T. Wallace,	Pittsburgh, Pa.
George B. Hill,	Pittsburgh, Pa.
William B. Brickell,	Pittsburgh, Pa.
T. C. Lazier,	Pittsburgh, Pa.
A. Lippman,	Pittsburgh, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$65,000	00
Capital stock, amount subscribed,	38,400	00
Capital stock paid in by last report,	38,400	00
Capital stock, total amount now paid in,	38,400	00
Capital stock, number of shares issued,	768	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	1	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1890, bear interest at 7 per cent., which is payable May and November,) amount,	\$23,000	00
Total amount now of funded debt,	\$23,000	00
Floating Debt.		
Debt incurred for any other purpose, and for what: Interest,	\$8,984	44
The amount now of floating debt, (bills payable,)	8,587	97
Total amount now floating and funded debt,	\$31,587	97
Funded debt as per last report,	\$24,417	17
Floating debt as per last report,	2,186	64

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$51,384	06	\$51,384	06
Equipment,	30,467	07	30,467	07
Total,	\$81,851	13	\$81,851	13

CHARACTERISTICS OF ROAD.

Length of road laid,	2½ miles.
Length of double track, including sidings,	All.
Gauge of road,	5 feet 2½ inches.
Weight of rail per yard on main track,	27 and 33 lbs.
Number of car-houses, shops, and stables,	One of each.
Number of depots,	1
Number of first-class passenger cars,	6
Average value of each,	\$500 00
Number of second-class passenger cars,	10
Average value of each,	\$100 00
Number of passengers that may be seated in each car,	14 and 20

Number of other cars, One salt car.
Number of horses and mules owned by the company, . . 78
Average value of each, including harness, \$55 00
Value of real estate held, exclusive of roadway, . . . \$10,000 00
Average weight in pounds of passenger cars, exclusive of
passengers and baggage, 2,300
Average rate of speed adopted by passenger cars, including
stops, (miles per hour,) 5
Number of trips each day, 12
How many miles does each horse travel daily ? . . . 20
How is track laid and on what foundation ? Stringers and gravel.
Average time consumed by cars in passing over the road, 50 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Starting from depot, corner of Twenty-second and Sarah streets, South Side; along Sarah street to Washington street, along Washington street to Tenth street, along Tenth and over bridge across Monongahela river to Second avenue, along Second avenue to Grant street, along Grant street to Fourth avenue, along Fourth avenue to Market street, along Market to Third avenue, along Third avenue to Grant street, and return by route described above.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	37,973	August, 1881,	49,521
February, 1881,	27,790	September, 1881,	40,740
March, 1881,	34,501	October, 1881,	21,614
April, 1881,	26,626	November, 1881,	48,865
May, 1881,	32,158	December, 1881,	22,726
June, 1881,	33,111		
July, 1881,	49,475	Total,	425,100

Rate of Fare for Passengers charged.

Single fare, 5 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$6,783	72
Taxes on real estate,	335	24
Total,	\$7,118	96
Operating the Road.		
On account of horses,	\$1,982	00
Harness and repairs,	288	89
Repairs to cars,	1,856	81
Horse shoeing,	1,285	33
Hay and feed,	7,399	85
Office expenses, stationery, and depot expenses, and general expense,	1,336	91
Salaries,	1,215	90
Insurance,	124	00
Watchmen, switchmen, hostlers, pay-roll,	2,859	31
Drivers,	4,550	48
Fluid, fuel, and oil,	72	26
Total,	\$22,971	74

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881, .	\$1,898	65	\$10	00	\$4	00	\$24	00	\$1,936 65
February, 1881, .	1,389	53	10	00	10	00			1,409 53
March, 1881, .	1,725	06	10	00			186	59	1,921 65
April, 1881, . . .	1,331	34	16	00					1,347 34
May, 1881, . . .	1,607	93	10	00					1,617 93
June, 1881, . . .	1,655	55	12	00	24	00			1,691 51
July, 1881, . . .	2,473	78	12	00			42	71	2,528 49
August, 1881, .	2,476	08	20	00	24	00	59	10	2,569 18
September, 1881,	2,087	00	12	00			68	87	2,117 87
October, 1881,	1,080	73	12	00					1,092 73
November, 1881,	2,443	24	12	00	24	00			2,479 24
December, 1881,	1,136	34	12	00					1,148 34
Total, . . .	\$21,255	23	\$148	00	\$86	00	\$381	27	\$21,860 50

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$29,755	46
For municipal taxes,	335	24
For State taxes on gross receipts,	76	86
Total,	\$30,167	56

STATE OF PENNSYLVANIA, }
County of Allengheny, } ss :

Personally appeared before me, D. Z. Brickell, president, and W. T. Wallace, treasurer, of the South-Side Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) D. Z. BRICKELL, *President.*
W. T. WALLACE, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1882.
HENDERSON E. DAVIS, *Notary Public.*

REPORT

OF THE

Stroudsburg Passenger Railway Company, for the year
ending December 31, 1881.

OFFICERS.	
Names.	Residences.
Jackson Lantz, President,	Stroudsburg, Pa.
Thomas A. Bell, Secretary and Treasurer,	Trenton, N. J.
Names of Directors.	
	Residences.
Jackson Lantz,	Stroudsburg, Pa.
Thomas A. Bell,	Trenton, N. J.
P. S. Posteus,	Stroudsburg, Pa.
Jacob Houser,	Stroudsburg, Pa.
Simpson Fetherman,	Stroudsburg, Pa.

CAPITAL STOCK.		
Capital stock authorized by law,	\$20,000	00
Capital stock authorized by votes of company,	5,600	00
Capital stock, amount subscribed,	25,600	00
Capital stock paid in by last report,	25,600	00
Capital stock, total amount now paid in,	25,600	00
Capital stock, number of shares issued,	1,024	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year,	25	00

COST OF ROAD AND EQUIPMENT.				
	By last report.		By present report.	
Construction,	\$15,033	97	\$15,033	97
Equipment,	9,093	87	9,093	87
Total cost,	\$24,127	84	\$24,127	84

CHARACTERISTICS OF ROAD.	
Length of road laid,	1 $\frac{3}{8}$ miles.
Length of double track, including sidings,	1 $\frac{1}{2}$ miles.
Gauge of road,	4 feet 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track,	28 pounds.
Number of car-houses, shops, and stables,	1
Number of depots,	1
Number of first-class passenger cars,	1

1090	STROUDSBURG.	[No. 9,
Average value of each,		\$1,000 00
Number of second class passenger cars,		1
Average value of each,		\$500 00
Number of passengers that may be seated in each car, . .		24 and 36
Number of horses and mules owned by the company, . .		9
Average value of each, including harness,		\$100 00
Value of real estate held, exclusive of roadway, . . .		\$3,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,		3,000
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,)		6
Number of trips each day,		5
How many miles does each horse travel daily? . . .		15
How is track laid, and on what foundation? Ties and sills.		
Average time consumed by cars in passing over the road,		15 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Through Main street, in Stroudsburg and East Stroudsburg, to the depot of the Delaware, Lackawanna and Western railroad.

Operated under lease by Jacob Houser, he paying all expenses, taxes, &c., and a rental of \$1,800 per annum.

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction account,		\$15,083	97
Real estate,		4,125	18
Rolling stock,		4,965	69
Permanent improvement account,		986	90
Book accounts due,		824	49
Profit and loss,		59	71
		\$25,995	94
CR.			
Capital stock,		\$25,600	00
Cash,		254	44
Unpaid dividends,		141	50
		\$25,995	94

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	None.
Amount of stock issued as stock dividends, and dates of issue,	None.

Rate and date of all cash dividends on stock of original and consolidated companies: January 1, 1881, 3½ per cent., \$896; July 1, 1881, 3 per cent., \$768.

STATE OF PENNSYLVANIA, } ss :
County of Monroe, }

Personally appeared before me, Jackson Lantz, president, and Thomas A. Bell, treasurer of the Stroudsburg Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) JACKSON LANTZ, *President.*
THOS. A. BELL, *Treasurer.*

Sworn and subscribed before me, this 25th day of January, A. D. 1882.
EDWIN A. BELL, *Notary Public.*

R E P O R T

OF THE

*Lessee of the Stroudsburg Passenger Railway, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Jacob Houser, lessee,	Stroudsburg, Pa.

CHARACTERISTICS OF ROAD.

Length of road laid,	1½ miles.
Length of track, including sidings,	1½
Gauge of road,	4 feet 8½ inches.
Weight of rail per yard on main track,	28 & 30 pounds.
Number of depots,	1
Number of first-class passenger cars,	1
Average value of each, about	\$1,000 00
Number of second-class passenger cars,	1
Average value of each,	\$500 00
Number of passengers that may be seated in each car, . .	24 and 26

Number of horses and mules owned by the company, . . . 9
Average value of each, including harness, about \$100 00
Average weight in pounds of passenger cars, exclusive of passenger and baggage, about . . . 3,000 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about . . . 8
Number of trips each day, . . . 5 and 6
How many miles does each horse travel daily? About 15
How is track laid and on what foundation? Ties and sills.
Average time consumed by cars in passing over your road, about . . . 15 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Through Main street, in Stroudsburg and East Stroudsburg, to the Delaware, Lackawanna and Western railroad depot.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	1,242	September, 1881,	2,641
February, 1881,	1,160	October, 1881,	2,047
March, 1881,	1,588	November, 1881,	1,940
April, 1881,	1,373	December, 1881,	1,891
May, 1881,	1,945		
June, 1881,	2,183	Total,	26,172
July, 1881,	3,446		
August, 1881,	4,716		

Rate of Fare for Passengers charged.

Single fare, 7 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$75	00
Repairs of building,	17	00
Taxes on real estate,	25	80
Total,	\$117	80
Operating the Road.		
Harness and repairs,	\$35	00
Repairs to cars,	45	00
Horse shoeing,	71	98
Hay and feed,	669	85
Office expenses, stationery, and depot expenses,	18	50
Salaries, switchmen, hostlers, pay-roll, and general expenses of stables, conductors, drivers, oil, fuel, &c., are included in salaries,	1,765	50
Total,	\$2,605	83

RECEIPTS.

MONTHS.	From passengers.		Rent.		* Manure.		Other sources.		Total.	
January, 1881, .	\$76	42	.	.	.	.	\$555	53	\$631	95
February, 1881, .	75	25	.	.	.	.	347	05	422	80
March, 1881, . .	102	15	.	.	.	.	662	14	764	29
April, 1881, . . .	87	77	.	.	.	.	.	.	87	77
May, 1881,	124	07	.	.	.	.	361	74	485	81
June, 1881,	139	23	.	.	.	.	368	31	507	54
July, 1881,	221	05	.	.	.	.	317	29	538	74
August, 1881, . . .	304	53	.	.	.	.	146	12	450	65
September, 1881, .	176	37	.	.	.	.	283	43	459	80
October, 1881, . .	139	75	.	.	.	.	340	91	480	66
November, 1881, .	133	51	.	.	.	.	122	04	255	55
December, 1881, .	130	53	.	.	.	.	575	51	706	04
Total,	\$1,710	63	.	.	.	.	\$4,080	07	\$5,790	70

* Exchanged for straw.

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$2,723	63
For new passenger cars and horses,	200	00
For municipal taxes,	22	21
For State taxes,	25	80
Total,	\$2,971	64

STATE OF PENNSYLVANIA, } ss:
County of Monroe, }

Personally appeared before me, Jacob Houser, lessee of the Stroudsburg Passenger Railway, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed) JACOB HOUSER, Lessee.
Sworn and subscribed before me, this 28th day of January, A. D. 1882.
EDWIN A. BELL, Notary Public.

REPORT
OF THE
Thirteenth and Fifteenth Streets Passenger Railway Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas W. Ackley, President,	Philadelphia.
D. Boyer Brown, Secretary and Treasurer,	Philadelphia.
William P. Cooper, General Superintendent,	Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Henry L. Hornberger,	Philadelphia.
Robert Cresswell,	Philadelphia.
Benjamin S. Kunkel,	Philadelphia.
D. P. Leas,	Philadelphia.
George W. Hall,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock, amount subscribed,	1,000,000	00
Capital stock, paid in by last report,	834,529	44
Capital stock, total amount now paid in,	834,529	44
Capital stock, number of shares issued, 20,000		
Capital stock, amount paid in on each share,	16	75
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	80	00

DEBT.

Funded Debt.		
First mortgage bonds, (due October 1, 1903, 'bear interest at 7 per cent., which is payable April 1, and October 1,) amount,	\$100,000	00
Total amount now of funded debt,	100,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction and equipment,	\$335,848	75	\$335,848	75
Total,	\$335,848	75	\$335,848	75

CHARACTERISTICS OF ROAD.

Length of road laid,	12 miles.
Length of double track, including sidings,	$\frac{3}{4}$ mile.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 lbs.
Number of car-houses, shops, and stables, each,	2
Number of depots,	2
Number of first-class passenger cars,	33
Average value of each,	\$600 00
Number of second-class passenger cars,	21
Average value of each,	\$300 00
Number of passengers that may seated in each car,	20
Number of other cars : one-horse,	15
Number of horses and mules owned by the company,	408
Average value of each, including harness,	\$75 00
Value of real estate held, exclusive of road way, assessed,	\$97,600 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5 $\frac{1}{2}$
Number of trips each day,	496
How many miles does each horse travel daily?	21
How is track laid, and on what foundation? Pine cross-ties and stringers, on gravel.	

Average time consumed by cars in passing over the road, 1 hour 20 min.

Describe your route in detail, giving the streets occupied, and connection with other roads : On Fifteenth street from Carpenter to Columbia avenue ; on Thirteenth, from Cumberland to Carpenter street ; on Master street, from Fifteenth to Ridge avenue ; on Ridge avenue, to Columbia avenue ; on Columbia avenue to Thirteenth street ; on North Broad street, from Columbia avenue to Germantown avenue ; single track with turn-outs, from Reading railroad crossing to Germantown avenue ; on Cumberland, from Thirteenth to Fifteenth ; on Thirteenth street, from Cumberland to Carpenter ; on Locust street, from Thirteenth to Fifteenth ; on South Broad street, double track from Carpenter to Reed street ; single track with turn-outs, from Reed street to Jackson street ; on Carpenter, from Thirteenth to Fifteenth ; on Reed street, from Broad to Thirteenth street ; on Thirteenth to Jackson ; on Jackson to Broad street.

Monthly Statement of Passengers (all classes) carried in cars.

January, 1881,	389,566	August, 1881,	374,914
February, 1881,	355,114	September, 1881,	422,822
March, 1881,	413,632	October, 1881,	467,830
April, 1881,	513,126	November, 1881,	554,530
May, 1881,	465,786	December, 1881,	506,264
June, 1881,	487,716		
July, 1881,	392,838	Total,	<u>5,193,638</u>

Rate of Fare for Passengers Charged.

Single fare,	6 cents.
Tickets in packages of four sold for	24 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$9,274	09
Repairs of building and extension of car house,	2,920	17
Taxes on real estate,	2,091	50
Total,	\$14,285	76
Operating the Road.		
On account of horses,	\$12,148	50
Harness and repairs,	1,340	42
Repairs to cars,	11,919	69
Horse shoeing,	7,018	09
Hay and feed,	47,655	33
Office expenses, stationery, and depot expenses,	34,140	32
Salaries,	5,200	00
Insurance,	631	95
Watchmen, switchmen, hostlers, pay-roll: Included in depot ex- penses.		
General expenses of stable: Included in depot expenses.		
Conductors and drivers,	59,625	07
Fluid, fuel, oil, and gas,	170	00
Total,	\$179,849	37

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881,	\$21,586	94	\$164	48	\$513	00			
February, 1881,	19,673	34			142	50			
March, 1881,	22,924	39			676	25			
April, 1881,	28,507	19			266	95			
May, 1881,	25,876	94			164	90			
June, 1881,	24,261	61	163	69	439	15			
July, 1881,	21,740	72	178	82	130	90			
August, 1881,	20,772	60	164	82	228	65			
September, 1881,	23,379	28	124	66	619	65			
October, 1881,	25,935	48			164	90			
November, 1881,	25,085	13			89	25			
December, 1881,	27,848	38	21	81	611	85	\$1,679	69	
Total,	\$287,592	00	\$828	18	\$4,047	95	\$1,679	69	\$294,147 82

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operat- ing the road,	\$194,135	13
For interest,	7,731	29
For dividends,	80,000	00
For miscellaneous,	1,522	20
For municipal taxes,	2,776	80
For State taxes,	7,251	22
Total,	\$293,416	64

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction, equipment, and real estate,		\$433,848	75
Cash on hand for cash disbursements,		3,962	26
Sinking fund to meet issue of bonds,		12,165	00
		\$449,976	01
CR.			
Capital stock, \$1,000,000; amount paid in,		\$334,529	44
Funded debt,		100,000	00
Profit and loss,		15,446	57
		\$449,976	01

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 20,000 shares.
Rate and date of all cash dividends on stock of original and consolidated companies : January 1, four per cent. per annum ; July 1, four per cent. per annum.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	2	.....	..	.....	.....	.....	.....

Statement of each Accident.

William C. Ferris, a child, run over by a one-horse car, at Thirteenth and Moore streets, April 16, 1881, and died, three days after, from the effects of the injury. The child slid down a sand embankment as the car was passing.

William S. Allen became frightened at the approach of a locomotive, at Thirteenth and Willow streets, May 14, 1881, jumped from the car and was injured.

Daniel Smith, aged three years, fell in front of the horses, the rear wheels of the car passing over his legs, Wednesday, June 22, 1881, at Thirteenth and Mount Vernon streets.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Thomas W. Ackley, president, and D. Boyer Brown, treasurer, of the Thirteenth and Fifteenth Streets Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and

agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) THOS. W. ACKLEY, *President.*
D. BOYER BROWN, *Treasurer.*

Sworn and subscribed before me, this 16th day of January, A. D. 1882.
FRANK M. CODY, *Notary Public.*

R E P O R T
OF THE
Union Passenger Railway Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William H. Kemble, President,	Philadelphia.
P. A. B. Widener, Vice President,	Philadelphia.
John B. Peddle, Secretary and Treasurer,	Philadelphia.
Jacob C. Petty, General Superintendent,	Philadelphia.

General office at south-east corner of Twenty-third and Brown streets, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Peter A. B. Widener,	Philadelphia.
James McManes,	Philadelphia.
Henry T. Bumm,	Philadelphia.
William L. Elkins,	Philadelphia.
Hamilton Disston,	Philadelphia.
Matthew S. Quay,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$1,000,000	00
Capital stock authorized by votes of company,	250,000	00
Capital stock, amount subscribed,	1,250,000	00
Capital stock paid in by last report,	425,000	00
Capital stock, total amount now paid in,	425,000	00
Capital stock, number of shares issued,	25,000	
Capital stock, amount paid in on each share: \$20 on 20,000 shares; \$5 on 5,000 shares.		
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	115	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1884, bear interest at 6 per cent., which is payable January and July,) amount,	\$300,000	00
Second mortgage bonds, (due April, 1911, bear interest at 5 per cent., which is payable April and October,) amount,	200,000	00
Total amount now of funded debt,	\$500,000	00
Total amount now of floating and funded debt,	\$500,000	00
Funded debt, as per last report,	\$500,000	00
Total cash realized from capital stock and debt,	\$425,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction and real estate,	\$1,188,117	08	\$1,248,481	16
Equipment,	374,724	64	393,080	84
Total cost,	\$1,562,841	72	\$1,641,562	00

CHARACTERISTICS OF ROAD.

Length of road laid, including leased lines,	74 miles.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	43 and 56 lbs.
Number of car-houses, shops, and stables,	10
Number of depots,	7
Number of first-class passenger cars,	207
Average value of each,	\$700 00
Number of second-class passenger cars,	73
Average value of each,	\$500 00
Number of passengers that may be seated in each car,	20
Number of sweepers and plows,	20
Number of horses and mules owned by the company,	1,736
Average value of each, including harness,	\$110 00
Value of real estate held, exclusive of roadway,	\$600,850 09
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	4,500 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day: Each branch has a different number.	
How many miles does each horse travel daily? Average,	16
How is track laid and on what foundation? Yellow pine.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads :

Richmond and Baltimore depot branch, green light, (green car,) depot, Norris and Thompson streets. Down Thompson to Marlborough, to Belgrade, to Frankford avenue, to Master, to Franklin, to Race, to Seventh, to Passyunk avenue, to Ellsworth, to Broad; up Broad to Christian, to Ninth, to Spring Garden, to Seventh, to Oxford, to Fourth, to Norris, to Memphis, to York, to Thompson, to depot.

Cedar street branch, green light, (one-horse green car.) depot, Norris and Thompson streets. North on Cedar street from York to Lehigh avenue; return same route; transferring passengers east on York street. Exchange with Market, Chestnut, and Walnut streets.

Park and Old Navy-Yard branch, red light, (yellow car,) depot, Twenty-third and Brown streets. Down Brown street from Twenty-ninth to Twenty-third, to Wallace, to Franklin, to Race, to Seventh, to Federal, to Front, to Wharton; up Wharton to Ninth, to Spring Garden, to Twenty-third, to Brown, to Twenty-ninth.

Ellsworth and Christian streets branch, red light, (one-horse yellow car,) depot, Seventh and McKean streets. Up McKean to Ninth, to Ellsworth, to Twenty-third, to Christian; down Christian to Seventh, to McKean.

Park, Columbia Avenue and Market Street Ferries branch, orange light, (red car,) depot, Twenty-third and Columbia avenue. Down Columbia avenue from Thirty-second to Franklin, to Race, to Seventh, to Market, to Front; up Market to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Park.

Jefferson and Master Streets branch, red light, (yellow car,) depot, Twenty-third and Columbia avenue. Up Columbia avenue to Twenty-seventh, to Jefferson, to Franklin, to Thompson, to Front, to Howard, to Huntingdon; up Huntingdon to Hancock, to Columbia avenue, to Franklin, to Master, to Twenty-third, to depot.

Poplar and Spring Garden Streets branch, red light, (one-horse red car,) depot, Twenty-third and Brown. Down Twenty-third to Wallace, to Twenty-second, to Spring Garden, to Seventh; up Seventh to Poplar, to Twenty-fourth, to Brown, to depot.

Eighteenth and Twentieth Streets branch, red light, (brown car,) depot, Twentieth Street and Montgomery avenue. Down Twentieth street to Ridge avenue, to South College avenue, to Twentieth, to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, up Sansom to Eighteenth, to Francis, to Perkiomen, to Vineyard, to Ridge avenue, to Eighteenth, to Montgomery avenue, to depot.

North Twentieth Street branch, green light, (one-horse brown car,) depot, Twentieth and Montgomery avenue. North on Twentieth street from Montgomery avenue to Susquehanna avenue. Return same route to depot.

Seventeenth and Nineteenth Streets branch, green light, (yellow car,) depot, Seventeenth and Berks streets. Down Seventeenth to Filbert, to

Seventh, to Jayne, to Sixth, to Sansom; up Sansom to Nineteenth, to Norris, to Seventeenth, to depot.

Nineteenth and Twentieth Streets branch, red light, (one-horse blue car,) depot, Twentieth and Wharton streets. Up Twentieth to Filbert, to Nineteenth; down Nineteenth to Wharton.

Seventeenth and Eighteenth Streets branch, green light, (one-horse green car,) depot, Twentieth and Wharton streets. Up Eighteenth from Wharton to Filbert, to Seventeenth; down Seventeenth to Reed, to Eighteenth, to Wharton.

Twelfth and Sixteenth Streets branch, red and purple light, (plaid dasher, yellow car,) depot Twelfth and Susquehanna avenue. Down Twelfth to Wharton, to Seventeenth, to Carpenter, to Sixteenth; up Sixteenth to Susquehanna avenue, to depot.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	1,521,316	August, 1881,	1,658,900
February, 1881,	1,370,617	September, 1881,	1,817,462
March, 1881,	1,638,406	October, 1881,	1,897,482
April, 1881,	1,805,958	November, 1881,	1,828,974
May, 1881,	1,915,819	December, 1880,	1,932,569
June, 1881,	1,829,440		
July, 1881,	1,743,626	Total,	<u>20,960,569</u>

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages of 4 sold for	24 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$33,535	08
Repairs of building,	4,079	56
Taxes on real estate,	5,416	78
Total,	<u>\$43,031</u>	<u>37</u>
Operating the Road.		
On account of horses,	\$45,316	81
Harness and repairs,	5,561	19
Repairs to cars,	86,541	85
Horse shoeing,	28,412	42
Hay, feed, and straw,	222,263	86
Office expenses, stationery, printing, royalty, and miscellaneous, . .	25,295	06
Salaries,	19,091	08
Taxes,	45,175	80
Insurance,	3,218	95
Water rents,	1,081	00
Watchmen, switchmen, hostlers, pay-roll,	111,504	98
General expense of stable,	4,742	88
Conductors and drivers,	224,029	28
Fluid, fuel, oil, and gas,	8,410	51
Damage for injury of persons,	11,816	11
Total,	<u>\$792,461</u>	<u>78</u>

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
January, 1881, .	\$88,480	07	. . . . .		\$1,175	56	. . . . .		\$89,665	63
February, 1881, .	79,500	12	. . . . .		1,182	62	. . . . .		80,682	74
March, 1881, . .	95,224	29	. . . . .		1,246	05	. . . . .		96,470	34
April, 1881, . .	104,819	30	. . . . .		1,241	07	. . . . .		106,060	37
May, 1881, . . .	111,084	74	. . . . .		1,213	97	. . . . .		112,298	71
June, 1881, . . .	105,926	56	. . . . .		1,240	91	. . . . .		107,167	47
July, 1881, . . .	100,426	32	. . . . .		1,205	76	. . . . .		101,632	08
August, 1881, . .	95,884	44	. . . . .		1,181	94	. . . . .		97,066	38
September, 1881,	105,137	58	. . . . .		1,179	66	. . . . .		106,317	24
October, 1881, .	110,298	97	. . . . .		1,176	82	. . . . .		111,470	79
November, 1881,	106,240	67	. . . . .		1,171	07	. . . . .		107,411	74
December, 1881,	112,120	66	. . . . .		1,169	70	. . . . .		113,289	36
Total,	\$1,215,138	72	. . . . .		\$14,385	13	. . . . .		\$1,229,523	85

SUMMARY OF PAYMENTS.

For conductors and drivers,	\$224,029	28
For wages,	37,922	46
For hay,	94,723	74
For straw,	10,161	41
For corn,	104,590	00
For oats,	3,554	06
For bran,	9,234	63
For real estate repairs,	4,079	56
For car repairs, sundries,	3,040	62
For car repairs, mats,	679	47
For car repairs, lamps,	278	78
For car repairs, springs,	296	85
For car repairs, wheels,	1,658	11
For car repairs, upholstering labor,	862	35
For car repairs, upholstering materials,	1,191	86
For car repairs, painting labor,	6,669	32
For car repairs, painting materials,	2,101	49
For car repairs, wood and iron labor,	15,117	89
For car repairs, wood and iron materials,	4,643	11
For street repairs,	33,535	08
For harness,	5,561	19
For stable labor,	73,582	52
For stable materials,	4,742	88
For blacksmiths,	28,412	42
For gas,	6,418	00
For oil,	1,992	51
For miscellaneous,	14,264	67
For salaries,	19,091	06
For royalty and detective,	5,718	54
For printing,	4,284	82
For stationery,	1,027	03
For water rents,	1,081	00
For insurance,	3,218	95
For taxes,	50,592	53
For damages,	11,816	11
For horses,	45,316	81
	\$835,493	15

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Cash,		\$96,989	59
Construction account, Union,		761,501	06
Construction account, Continental,		161,009	26
Equipment account, Union,		893,080	84
Equipment account, Continental,		105,476	74
Real estate account, Union,		486,980	10
Real estate account, Continental,		113,869	99
Stock and bonds of leased lines,		800,000	00
Bills receivable,		2,945	15
Feed and supplies on hand,		58,709	99
		\$2,980,562	72
CR.			
Profit and loss account,		\$895,562	72
Capital stock, Union,		425,000	00
Capital stock, Continental,		580,000	00
Funded debt, Union,		500,000	00
Funded debt, Continental,		350,000	00
Funded debt, Seventeenth and Nineteenth streets,		200,000	00
Bills payable,		30,000	00
		\$2,980,562	72

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, William H. Kemble, president, and John B. Peddle, treasurer, of the Union Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

W. H. KEMBLE, *President.*
J. B. PEDDLE, *Treasurer.*

Affirmed, sworn, and subscribed before me, this 18th day of January, A. D. 1882.

ROBERT HUTCHINSON, *Notary Public.*

R E P O R T
OF THE
*West Philadelphia Passenger Railway Company, for
the year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Peter A. B. Widener, President,	Philadelphia.
D. W. Dickson, Secretary and Treasurer,	Philadelphia.
James T. Gorman, General Superintendent,	Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
Peter A. B. Widener,	Philadelphia.
William H. Kemble,	Philadelphia.
William L. Elkins,	Philadelphia.
Henry C. Howell,	Philadelphia.
William R. Leeds,	Philadelphia.
John L. Hill,	Philadelphia.
Joseph E. Gillingham,	Philadelphia.
M. S. Quay,	Philadelphia.
Hamilton Disston,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$750,000	00
Capital stock authorized by votes of company,	750,000	00
Capital stock, amount subscribed,	750,000	00
Capital stock paid in by last report,	750,000	00
Capital stock, total amount now paid in,	750,000	00
Capital stock, number of shares issued, 15,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00
Capital stock, average market value during the year,	96	00

DEBT.

Funded Debt.		
First mortgage bonds, (due April 1, 1906, bear interest at 6 per cent., which is payable April 1 and October 1,) amount,	\$246,000	00
Total amount now of funded debt,	\$246,000	00
Total amount now of floating and funded debt,	\$246,000	00
Funded debt as per last report, \$246,000 00		
Total cash realized from capital stock and debt,	\$996,000	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$996,923	12	\$1,052,264	28
Total cost,	\$996,923	12	\$1,052,264	28

CHARACTERISTICS OF ROAD.

Length of road laid,	16½ miles.
Length of double track, including sidings,	7 miles.
Gauge of road,	5½ feet.
Weight of rail per yard on main track,	44 pounds.
Number of car-houses, shops, and stables,	3, 4, and 4.
Number of depots,	1
Number of first-class passenger cars,	53
Average value of each,	\$700 00
Number of second-class passenger cars,	70
Average value of each,	\$400 00
Number of passengers that may be seated in each car : Summer, 35 ; others, 22.	
Number of other cars : 4 track-sweepers, 3 track-cleaners, 1 truck ; total,	8
Number of horses owned by the company,	677
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	\$237,947 35
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	5,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day : Park, via Baring street, 8 ; Haddington, 15 ; main line, 10 ; Mantua, 10.	
How many miles does each horse travel daily ?	20
How is track laid and on what foundation ? String-pieces and cross-ties and gravel foundation.	
Average time consumed by cars in passing over the road : Park, 109 minutes ; main line, 83 minutes ; Mantua, 92 minutes ; Haddington, 50 minutes.	
Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Park line, from concourse at Belmont and Elm avenues, Elm avenue to Fortieth street, to Baring street, to Thirty-third street, to Arch street, to Thirty-second street, to Market street, to Front street ; returning via Market street, to Thirty-second street, to Arch street, to Thirty-third street, to Baring street, to Forty-first street, to Elm	

avenue, to concourse. Mantua branch, from depot to Forty-first and Haverford streets, via Baring street, to Thirty-third street, to Arch street, to Thirty-second street, to Market street, to Front street; returning by same route. Haddington, from depot via Haverford street, to Sixty-seventh street; returning via Haverford street, to Sixty-fifth street, to Vine street, to Fifty-third street, to Haverford street, to depot. Main line, from depot, Forty-first street, to Market street, to Front street; returning the same.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	646,368	August, 1881,	816,076
February, 1881,	582,301	September, 1881,	831,908
March, 1881,	698,206	October, 1881,	862,139
April, 1881,	789,286	November, 1881,	769,119
May, 1881,	801,501	December, 1881,	738,850
June, 1881,	797,168		
July, 1881,	831,693	Total,	9,164,615

Rate of Fare for Passengers charged.

Single fare,	6 cents.
Tickets in packages of 4 sold for	24 cents.
Exchange tickets,	9 cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$17,291	80
Bepairs of building,	1,563	02
Taxes on real estate,	2,711	21
Total,	\$21,566	03
Operating the Road.		
On account of horses,	\$28,454	00
Harness and repairs,	3,216	80
Repairs to cars,	16,230	17
Horse shoeing,	15,210	41
Hay and feed,	102,139	18
Office expenses, stationery, and depot expenses,	85,810	82
Salaries,	12,233	32
Insurance,	2,892	80
Watchmen, switchmen, hostlers, pay-roll,	38,148	85
General expense of stable: Included in above items.		
Conductors and drivers,	108,083	39
Fluid, fuel, oil, and gas,	5,594	94
Damage for injury of persons,	2,643	00
Total,	\$370,657	68

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From other sources,	\$75	00
Total,	\$75	00

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.	
January, 1881, .	\$34,692	35	\$30	00					\$34,722	35
February, 1881, .	31,147	61	50	00	\$1,152	50			32,350	11
March, 1881, . .	36,694	54					\$393	75	37,088	29
April, 1881, . . .	40,984	71	12	50					40,997	21
May, 1881, . . .	43,034	61			1,557	50	1,000	00	45,592	11
June, 1881, . . .	43,161	23	100	00			1,227	52	44,488	75
July, 1881, . . .	44,807	51					368	75	45,176	26
August, 1881, . .	43,966	92	25	00	1,257	50	958	34	46,207	76
September, 1881,	44,548	86			300	00	1,128	64	45,977	50
October, 1881, . .	46,260	21	80	00	1,557	50	750	99	48,648	70
November, 1880,	41,643	23					1,134	57	42,777	80
December, 1880,	41,114	18					34	50	41,148	68
Total, . . .	\$492,055	96	\$297	50	\$5,825	00	\$6,997	06	\$505,175	52

SUMMARY OF PAYMENTS.

For construction,	\$45,280	16
For maintaining the road or real estate of the corporation, and operating the road,	363,769	71
For interest,	14,760	00
For new passenger cars and horses,	38,515	13
For municipal taxes,	4,517	04
For State taxes,	7,372	04
Total,	\$474,214	08

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Cash,		\$13,364	61
Construction and equipment,		1,052,264	28
Stocks and loans,		132,800	00
Supplies,		15,146	00
		\$1,213,574	89
CR.			
Capital stock,		\$750,000	00
Funded debt,		246,000	00
Unsettled accounts,		1,973	00
Profit and loss,		159,387	61
Earnings appropriated to construction,		56,264	28
		\$1,213,574	89

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding,	15,000 shares.
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Peter A. B. Widener, president, and D. W. Dickson, treasurer, of the West Philadelphia Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) PETER A. B. WIDENER, *President.*
D. W. DICKSON, *Treasurer.*

Sworn and subscribed before me, this 23d day of January, A. D. 1882.
JOHN J. FRANKLIN,
Deputy Recorder, City of Philadelphia.

R E P O R T

OF THE

Wilkes-Barre and Kingston Passenger Railway Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
W. J. Harvey, President,	Wilkes-Barre.
A. J. Davis, Secretary and Treasurer,	Wilkes-Barre.
W. J. Harvey, General Superintendent,	Wilkes-Barre.
<i>Names of Directors.</i>	<i>Residences.</i>
W. J. Harvey,	Wilkes-Barre.
R. J. Flick,	Wilkes-Barre.
E. P. Darling,	Wilkes-Barre.
H. H. Harvey,	Wilkes-Barre.
W. S. Hillard,	Wilkes-Barre.
J. Espy,	Wilkes-Barre.
I. C. Phelps,	Wilkes-Barre.
I. B. Smith,	Kingston.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock, number of shares issued, 2,000		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$81,088	51	\$81,088	51
Equipment,	13,744	86	13,744	86
Total cost,	\$94,833	37	\$94,833	37

CHARACTERISTICS OF ROAD.

Length of road laid,	4½ miles.
Length of double track, including sidings,	2,000 feet.
Gauge of road,	5 feet 2 inches.
Weight of rail per yard on main track,	45 and 30 lbs.
Number of car-houses, shops, and stables,	1
Number of depots,	1
Number of first-class passenger cars,	4
Average value of each,	\$600 00
Number of second-class passenger cars,	2
Average value of each,	\$400 00
Number of passengers that may be seated in each car,	30 and 16
Number of horses and mules owned by the company,	16
Average value of each, including harness,	\$100 00
Value of real estate held, exclusive of roadway,	\$10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day,	66
How many miles does each horse travel daily?	25
How is track laid, and on what foundation? Oak ties and stringers.	

Average time consumed by cars in passing over the road, 20 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Starting at depot of Lackawanna and Bloomsburg railroad, at Kingston, through Willow street to public highway; thence by side of said highway to Wilkes-Barre, owning right of way; thence across bridge to Market street, and through Market street to public square; from thence out Market street to Northampton street to the depots of the Lehigh and Susquehanna and Lehigh Valley railroads; also, from the public square down Main street, through South Wilkes-Barre, to the canal bridge and depots.

Monthly Statement of Passengers (all classes) carried in Cars.

January 1881,	17,400	August, 1881,	28,300
February, 1881,	15,250	September, 1881,	28,300
March, 1881,	19,500	October, 1881,	26,500
April, 1881,	20,750	November, 1881,	25,200
May, 1881,	22,800	December, 1881,	28,400
June, 1881,	21,500	Total,	275,150
July, 1881,	21,350		

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$1,180	00
Taxes on real estate,	75	00
Total,	\$1,255	00
Operating the Road.		
On account of horses,	\$862	00
Harness and repairs,	250	00
Repairs to cars,	240	00
Horse shoeing,	574	05
Hay and feed,	3,910	00
Office expenses, stationery, and depot expenses,	367	10
Salaries,	1,500	00
Insurance,	89	00
Watchmen, switchmen, hostlers, pay-roll,	775	00
General expense of stable,	529	12
Conductors and drivers,	4,350	00
Fluid, fuel, oil, and gas,	89	23
Total,	\$14,790	50

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881,	\$1,388	87	.	.	.	.	.	.	.
February, 1881,	1,146	86	.	.	.	.	.	.	.
March, 1881,	1,750	83	.	.	.	.	.	.	.
April, 1881,	1,674	55	.	.	.	.	.	.	.
May, 1881,	1,716	26	.	.	.	.	.	.	.
June, 1881,	1,615	26	.	.	.	.	.	.	.
July, 1881,	1,676	08	.	.	.	.	.	.	.
August, 1881,	2,151	95	.	.	.	.	.	.	.
September, 1881,	2,094	87	.	.	.	.	.	.	.
October, 1881,	2,046	47	.	.	.	.	.	.	.
November, 1881,	1,965	24	.	.	.	.	.	.	.
December, 1881,	2,367	10	.	.	.	.	.	.	.
Total,	\$21,594	34	.	.	.	.	\$548	76	\$22,143 10

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$14,790	50
For dividends,	5,000	00
For new passenger cars and horses,	1,400	00
For miscellaneous,	527	60
For municipal taxes,	75	00
For State taxes,	850	00
Total,	\$22,143	10

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Real estate,		\$10,034	32
Personal property,		12,977	45
Construction,		83,679	62
Bills receivable,		590	00
Cash,		10,126	56
Expenses,		208,277	61
Interest,		2,860	60
Dividends,		55,500	00
		\$378,546	16
CR.			
Capital stock,		\$100,000	00
Earnings,		278,546	16
		\$378,546	16

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.

Amount of common stock now outstanding, 2,000 shares, \$100,000

Rate and date of all cash dividends on stock of original and consolidated companies: January 15, 1881, 5 per cent.

ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	1	.....	1	.....

Statement of each Accident.

Richard Evans, while drunk and lying on the track, between Wilkes-Barre and Kingston, was run over and killed, November 19, 1881, at night.

STATE OF PENNSYLVANIA, }
County of Luzerne, } ss:

Personally appeared before me, W. J. Harvey, president, and A. J. Davis, treasurer, of the Wilkes-Barre and Kingston Passenger Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)WM. J. HARVEY, President.
A. J. DAVIS, Treasurer.

Sworn and subscribed before me, this 25th day of January, A. D. 1882.

W. S. PARSONS, Notary Public.

REPORT
OF THE
*Williamsport Passenger Railway Company, for the
year ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Robert P. Allen, President,	Williamsport, Pa.
Henry C. Parsons, Vice President,	Williamsport, Pa.
R. J. C. Walker, Secretary,	Williamsport, Pa.
Samuel A. Filbert, Treasurer and General Manager,	Williamsport, Pa.
A. H. Hagerman, General Superintendent,	Williamsport, Pa.
<i>Names of Directors.</i>	<i>Residences.</i>
Robert P. Allen,	Williamsport, Pa.
Henry C. Parsons,	Williamsport, Pa.
Robert J. C. Walker,	Williamsport, Pa.
Samuel A. Filbert,	Williamsport, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock authorized by votes of company,	40,600	00
Capital stock, amount subscribed,	40,600	00
Capital stock paid in by last report,	40,600	00
Capital stock, total amount now paid in,	40,600	00
Capital stock, number of shares issued,	1,624	
Capital stock, amount paid in on each share,	25	00
Capital stock, par value of each share,	25	00
Capital stock, average market value during the year,	10	00

DEBT.

Total cash realized from capital stock and debt,	\$40,600	00
--	----------	----

COST OF ROAD AND EQUIPMENT.

	By last report.		By present report.	
Construction,	\$30,484	30	\$30,484	30
Equipment,	7,955	00	7,955	00
Total cost,	\$38,439	30	\$38,439	30

CHARACTERISTICS OF ROAD.

Length of road laid,	2 miles, 794 feet.
Length of double track, including sidings,	500 feet.
Gauge of road,	4 feet 8½ inches.
Weight of rail per yard on main track,	16 lbs.
Number of car-houses, shops, and stables,	None.
Number of depots,	None.
Number of first-class passenger cars,	2
Average value of each,	\$900 00
Number of second-class passenger cars,	6
Average value of each,	\$600 00
Number of passengers that may be seated in each car,	16
Number of other cars,	3
Number of horses and mules owned by the company,	21
Average value of each, including harness,	\$80 00
Value of real estate held, exclusive of roadway,	None owned.
Average weight in pounds of passenger cars, exclusive of passengers and baggage,	2,830
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day,	15
How many miles does each horse travel daily?	25
How is track laid, and on what foundation?	T rail on oak stringers.

Average time consumed by cars in passing over the road :
One hour for round trip.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Commencing on East Third street, near intersection of Philadelphia and Erie railroad ; thence up Third street to Pine ; thence up Pine street to West Fourth street ; thence up West Fourth street to intersection of Philadelphia and Erie railroad, with a branch at Campbell street, connecting with Philadelphia and Erie depot, and extending out Herdic street to West Fourth street.

Monthly Statement of Passengers (all classes) carried in Cars.

January, 1881,	24,596	September, 1881,	43,939
February, 1881,	24,422	October, 1881,	37,276
March, 1881,	29,713	November, 1881,	34,679
April, 1881,	32,755	December, 1881,	39,876
May, 1881,	37,186		
June, 1881,	40,755	Total,	432,837
July, 1881,	44,058		
August, 1881,	43,582		

Rate of Fare for Passengers charged.

Single fare,	5 cents.
Tickets in packages of twenty-seven sold for	\$1 00

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.		
Repairs of road bed and railway,	\$819	36
Total,	\$819	36
Operating the Road.		
On account of horses,	\$505	11
Harness and repairs,	200	16
Repairs to cars,	956	43
Horse shoeing and blacksmithing,	279	36
Hay and feed,	3,300	87
Office expenses, stationery, and depot expenses,	207	31
Salaries,	1,200	00
Insurance,	65	50
General expense of stable,	1,133	84
Conductors and drivers,	2,725	05
Fluid, fuel, oil, and gas,	75	56
Total,	\$11,468	55

RECEIPTS.

MONTHS.	From passengers.		Rent.		Manure.		Other sources.		Total.
January, 1881,	\$886	20	.	.	.	.	.	.	.
February, 1881,	882	18	.	.	.	.	.	.	.
March, 1881,	1,063	54	.	.	.	.	.	.	.
April, 1881,	1,184	75	.	.	.	.	.	.	.
May, 1881,	1,345	79	.	.	.	.	.	.	.
June, 1881,	1,473	34	.	.	.	.	.	.	.
July, 1881,	1,678	51	.	.	.	.	.	.	.
August, 1881,	1,820	41	.	.	\$25	00	\$16	74	.
September, 1881,	1,844	75	.	.	.	.	.	.	.
October, 1881,	1,525	95	.	.	.	.	.	.	.
November, 1881,	1,436	19	.	.	.	.	.	.	.
December, 1881,	1,636	19	.	.	.	.	.	.	.
Total,	\$16,777	80	.	.	\$25	00	\$16	74	\$16,819 54

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road,	\$11,468	55
For interest,	26	48
For payments to loan account,	1,188	02
For miscellaneous, rent of stables, and office,	510	00
For payments made to surplus fund for relaying track,	3,129	95
For municipal taxes,	17	98
For State taxes,	103	40
For equipment account,	375	18
Total,	\$16,819	54

GENERAL BALANCE SHEET, JANUARY 1, 1882.

DR.			
Construction account,		\$30,484	80
Equipment account,		7,955	00
Profit and loss,		2,160	70
		\$40,600	00
CR.			
Capital stock,		\$40,600	00
		\$40,600	00

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate and preference, and for what issued,	None.
Amount of common stock now outstanding,	\$40,600 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

STATE OF PENNSYLVANIA, { ss :
County of Lycoming, }

Personally appeared before me, a notary, Robert P. Allen, president, and Samuel A. Filbert, treasurer, of the Williamsport Passenger Railway Company, who, being duly sworn, do declare and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed) ROBERT P. ALLEN, *President.*
S. A. FILBERT, *Treasurer.*

Sworn and subscribed before me, this 26th day of January, A. D. 1882.
JOHN K. HAYS, *Notary Public.*



REPORTS OF CANAL COMPANIES.



REPORTS OF CANAL COMPANIES.

REPORT

OF THE

Delaware and Hudson Canal Company, for the year
ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Thomas Dickson, President,	Scranton, Pa.
Robert M. Olyphant, Assistant President,	New York.
George L. Haight, Secretary,	New York.
James C. Harlt, Treasurer,	New York.
Coe F. Young, General Manager,	Honesdale, Pa.
Rollin Manville, Railroad Superintendent,	Carbondale, Pa.

General offices at 21 Cortland street, New York.

<i>Names of Directors.</i>	<i>Residences.</i>
Thomas Dickson,	Scranton, Pa.
Abiel A. Low,	Brooklyn, N. Y.
Le Grand B. Cannon,	New York.
James R. Taylor,	Brooklyn, N. Y.
James M. Halsted,	New York.
John Jacob Astor,	New York.
James Roosevelt,	Hyde Park, N. Y.
Adolphus Hamilton,	Poughkeepsie, N. Y.
Abraham R. Van Nest,	New York.
Robert S. Hone,	New York.
David Dows,	New York.
Hugh J. Jewett,	New York.
Thomas Cornell,	Rondout, N. Y.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,		\$20,000,000	00
Capital stock, amount subscribed,		20,000,000	00
Capital stock, paid in by last report,		20,000,000	00
Capital stock, total amount now paid in,		20,000,000	00
Capital stock, number of shares issued,	200,000		
Capital stock, amount paid in on each share,		100	00
Capital stock, par value of each share,		100	00

DEBT.

Funded Debt.		
First mortgage bonds, (due in 1884, bear interest at 7 per cent., which is payable January and July,) amount,	\$3,500,000	00
Mortgage bonds, (due in 1891, bear interest at 7 per cent., which is payable January, May, July, and November,) amount,	6,481,000	00
Mortgage bonds, (due in 1894, bear interest at 7 per cent., which is payable April and October,) amount,	4,856,000	00
Mortgage bonds, (due in 1917, bear interest at 7 per cent., which is payable March and September,) amount,	5,000,000	00
Total amount now of funded debt,	\$19,837,000	00

COST OF CANAL AND FIXTURES.

Cost of canal and fixtures,	\$6,339,210	49
Cost of canal boats,	566,339	68
	\$6,905,550	17

CHARACTERISTICS ON CANAL.

Length of main line of canal, from Honesdale, Pa., to Ed- dyville, N. Y.,	108 miles.
Length of main line of canal in Pennsylvania,	25 miles.
Number of branch canals,	None.
Canals leased by the company,	None.
Width of canal at top water line,	48 feet.
Width of canal on bottom,	32 feet.
Depth of water,	6 feet.
Length and breadth of locks: 100 feet between gates, 15 feet wide; 6 ascending, 15½ feet wide.	
Number of basins: Extent of basins equal to about one eighth of whole length of canal.	
Number of lock-houses, 92; store-houses, 13; other houses, 30; total,	135
Number of locks: Lift, 107; stop, 21; guard, 2; weigh, 2; total,	132
Number of waste-ways,	110
Number of over-flows, (including those of reservoirs,)	10
Number of lineal feet of over-flows,	300
Number of bridges,	136
Number of culverts, (including wood trunk ones,)	31
Number of dams, (including reservoir dams,)	40
Number of aqueducts: 4 wire suspension, 18 wood trunk, Number of lineal feet of aqueduct superstructure,	22 2,000
Number of miles of slack water,	3
Number of boats owned by the company,	763

LEG. Doc.]	DELAWARE AND HUDSON.	1121
Number of boats owned and run by private parties,		278
A verage tonnage of boats, (gross tons,) about		128½
Navigation opened,		April 1.
Navigation closed,		December 8.
Feet of lockage on main line of canal : 1,028, exclusive of 58 ascending the summit.		
Are the locks of wood, cut stone, or composite?		Both.
Give the number of each kind : 12 cut stone and 95 composite lift locks ; 1 stone and 1 composite guard lock ; 2 stone weigh locks.		

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal : Not kept separately.	
Gross amount of tonnage for the year, including branches and leased canals,	1,590,266

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

	Amount in tons.
Lumber,	30,794
Anthracite coal,	1,818,842
Bituminous coal,	851
Other iron or castings,	1,728
Lime and limestone,	7,962
Agricultural products,	857
Manufactures and merchandise,	175,037
Other articles,	55,195
Total,	1,590,266

Rate of Toll charged for the Respective Classes per Mile.

	Per mile.	60 miles.	180 miles.
For lumber, per 1,000 feet board measure, (hemlock,)	1½ cents.	60 cents.	\$1 00
For lumber, per 1,000 feet board measure, (pine and other lumber,)	1¾ cents.	60 cents.	1 00
Shingles, per 1,000,	¾ cent.	85 cents.	50
Anthracite coal, per ton, (except by special contract,)	1½ cents.	Rate.	Rate.
Bituminous coal, per ton,	1 cent.	50 cents.	60

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

	Maintenance of Canal.		Canal Improvement.		Total.	
Aqueducts,	}					
Boats and flats,						
Bridges,						
Canal bed and banks,						
Clerks,						
Culverts,						
Dams,						
Ferries,						
Horses and horse keep,						
Houses and repair shops,						
Incidentals,						
Locks,						
Office expenses, rents, furniture,						
Repairs of buildings,						
Slope and vertical walls,						
Stationery and printing,						
Steamboats and dredge boats,						
Superintendence and engineering,						
Taxes on real estate,						
Tools and tool repairs,						
Waste weirs and sluices,						
Watchmen,						
Wharfing,						
Totals,					\$87,953	12
Operating the Canal.						
Collectors and weighmasters,	}					
Clerks,						
Drawbacks and overcharges,						
Ferries, (labor at,)						
Incidentals,						
Labor,						
Lock-keeper,						
Office expenses, rents, and furniture,						
Stationary and printing,						
Superintendence,						
Total,					\$96,194	89

RECEIPTS.

Canal used almost exclusively in transporting the coal of the company, and the receipts given are from miscellaneous sources, \$54,588 53

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal, \$184,148 01

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued, None.
Amount of common stock now outstanding, \$20,000,000 00

Amount of stock issued as stock dividends, and dates of
issue, None.
Rate and date of all cash dividends on stock of original and consolidated
companies :
June 10, 1881, 1½ per cent.
September 10, 1881, 1½ per cent.
December 10, 1881, 1½ per cent.

STATE OF NEW YORK, }
County of New York, } ss :
Personally appeared before me, Thomas Dickson, president, and James
Hartt, treasurer, of the Delaware and Hudson Canal Company, who, being
duly sworn, do depose and say that they caused the foregoing statements
to be prepared by the proper officers and agents of this company, and hav-
ing carefully examined the same, declare them to be a true, full, and correct
statement of the condition and affairs of said company, for the financial
year ending December 31, A. D. 1881, according to the best of their knowl-
edge and belief.
(Signed) THOS. DICKSON, *President.*
JAMES C. HARTT, *Treasurer.*
Sworn and subscribed before me, this 20th day of January, A. D. 1882.
JOHN A. PATTISON,
Commissioner for the State of Pennsylvania.

REPORT
OF THE
*Delaware Division Canal Company, for the year end-
ing December 31, 1881.*

OFFICERS.	
<i>Names.</i>	<i>Residences.</i>
J. W. Woolston, President,	Germantown, Pa.
Ezra G. Giles, Secretary and Treasurer,	Philadelphia, Pa.
<i>Names of Directors.</i>	
<i>Residences.</i>	
Joshua W. Woolston,	Germantown, Pa.
I. V. Williamson,	Philadelphia, Pa.
H. Pratt McKean,	Philadelphia, Pa.
J. B. Moorhead,	Philadelphia, Pa.
S. Fisher Corlies,	Philadelphia, Pa.
Edward Roberts, junior,	Philadelphia, Pa.
E. W. Clark,	Germantown, Pa.
Thomas McKean,	Philadelphia, Pa.
Charles Borie,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,400,000	00
Capital stock, amount subscribed,	1,633,350	00
Capital stock paid in by last report,	1,633,350	00
Capital stock, total amount now paid in,	1,633,350	00
Capital stock, number of shares issued, 32,667		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1898, (extended,) bear interest at 6 per cent., which is payable January and July,) amount,	\$800,000	00
Total amount now of funded debt,	\$800,000	00
Total amount now of floating and funded debt,	\$800,000	00
Funded debt as per last report, \$800,000 00		
Total cash realized from capital stock and debt,	\$2,433,350	00

COST OF CANAL AND FIXTURES.

Total cost of canal and fixtures, \$2,433,350 00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Easton, Pa., to Bristol, Pa.,	60 miles.
Length of main line of canal in Pennsylvania,	60 miles.
Number of branch canals, with length of each,	None.
Canals leased by the company,	None.
Width of canal at top water line,	44 feet.
Width of canal on bottom,	26 feet.
Depth of water,	6 feet.
Length and breadth of locks: 90 feet long; some 11, and some 22 feet wide.	
Number of basins,	4
Number of lock-houses,	24
Number of locks: Lift, 24; stop, 8; guard, 1—total,	33
Number of waste-ways,	18
Number of over-flows,	12
Number of lineal feet of over-flows,	1,500
Number of bridges,	88
Number of culverts,	None.
Number of dams,	None.
Number of aqueducts,	10
Number of lineal feet of aqueduct superstructure,	641
Number of miles of slack-water,	None.
Number of boats owned by the company,	None.
Number of boats owned and run by private parties, about	750

Average tonnage of boats,	95 tons.
Navigation opened,	April 1, 1881.
Navigation closed,	Dec. 15, 1881.
Feet of lockage on main line of canal,	165 ⁵⁵ / ₁₀₀
Value of real estate held by the company, exclusive of canal, estimated at	\$5,000 00
Are the locks of wood, cut stone or composite? }	Various.
Give the number of each kind, }	

NOTE.—Maintaining and operating the canal: For dividends, interest tax on capital stock, United States tax, and other payments paid by the Lehigh Coal and Navigation Company.

The Delaware Division canal having been leased to the Lehigh Coal and Navigation Company, for ninety-nine years, from April 1, 1866, at a stipulated rent per annum, we cannot give the tonnage, rate of tolls, or receipts and expenditures, those items being entirely under the control of said lessees.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate and preference, and for what issued,	None.
Amount of common stock now outstanding, 32,667 shares, par, \$50,	\$1,633,350 00
Amount of stock issued as stock dividends, and dates of issue,	None.

Rate and date of all cash dividends on stock of original and consolidated companies: 4 per cent. per annum, February 15, and August 15, 1881.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, J. W. Woolston, president, and Ezra G. Giles, treasurer, of the Delaware Division Canal Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 15, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

J. W. WOOLSTON, *President.*
EZRA G. GILES, *Treasurer.*

Affirmed and subscribed before me, this 9th day of January, A. D. 1882.
JOHN RODGERS, *Notary Public.*

R E P O R T
OF THE
*Lehigh Coal and Navigation Company, for the year
ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
E. W. Clark, President,	Philadelphia.
F. C. Yarnall, Vice President,	Philadelphia.
S. Shepherd, Secretary and Treasurer,	Philadelphia.
General office at Philadelphia, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
F. R. Cope,	Philadelphia.
F. C. Yarnall,	Philadelphia.
Fisher Hazard,	Mauch Chunk.
Charles Parrish,	Wilkes-Barre.
Charles Wheeler,	Philadelphia.
George Whitney,	Philadelphia.
John Leisenring,	Mauch Chunk.
James M. Willcox,	Philadelphia.
Edward Lewis,	Philadelphia.
T. Charlton Henry,	Philadelphia.
Samuel Dickson,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law, not limited.		
Capital stock authorized by votes of company, and issued,	\$10,328,350	00
Capital stock, amount subscribed,	10,328,350	00
Capital stock, paid in by last report,	10,259,250	00
Capital stock, total amount now paid in,	10,328,350	00
Capital stock, number of shares issued,	206,567	00
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
Mortgage loans, due 1882, (extended debentures,)	\$106,190	78
Loan, due 1882, (convertible debentures,)	41,550	00
Loan, due 1884,	5,381,840	84
Loan, due 1897, gold,	4,653,000	00
Loan, due 1897, (railroad,)	2,000,000	00
Loan, due 1911, (consolidated mortgage,)	2,464,000	00
Seven per cent. scrip, redeemable in bonds, 1911,	6,750	00
Six per cent. scrip, Delaware division, due 1883,	129,812	00
Six per cent. scrip, Delaware division, due 1884,	113,639	00
Greenwood first mortgage, due October 1, 1882,	140,000	00
Greenwood second mortgage, due February 1, 1892,	643,000	00
Total amount now of funded debt,	\$15,679,782	60
Floating Debt.		
The amount now of floating debt,	\$700,000	00
Funded debt, as per last report,	\$15,840,073	35

COST OF CANAL AND FIXTURES.

Cost of Lehigh canal and fixtures,	\$4,455,000	00
Re-valued in 1872 at	3,000,000	00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Coalport to Easton,	48 miles.
Length of main line of canal in Pennsylvania,	48 miles.
Canals leased by the company, viz: Delaware Division canal,	60 miles.
Width of canal at top water line,	60 to 100 feet.
Width of canal on bottom,	45 feet and upwards.
Depth of water,	6 feet.
Length and breadth of locks: 100 feet long, 22 feet wide.	
Number of basins,	5
Number of lock-houses, 43; other houses, 2; total,	45
Number of locks: Lift, 49; stop, 3; guard, 5; weigh, 1; total,	58
Number of waste-ways,	4
Number of over-flows,	36
Number of lineal feet of over-flows,	3,600
Number of bridges,	10
Number of culverts,	21
Number of dams,	9
Number of aqueducts,	4
Number of lineal feet of aqueduct superstructure,	285
Number of miles of slack-water: 36 miles canal and 12 miles pool.	
Number of boats owned by the company,	337
Number of boats owned and run by private parties,	499
Average tonnage of boats,	95½

Navigation opened: Delaware division, April 1; Lehigh, April 12.

Navigation closed: Delaware division, December 17; Lehigh, December 15.

Feet of lockage on main line of canal, 375

Value of real estate held by the company, exclusive of canal, but on its line, \$200,000 00

Are the locks of wood, cut stone, or composite? All of stone, lined with wood.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal: Not reported separately.

Gross amount of tonnage for the year, including branches and leased canals, 702,714 ¹³/₁₀₀₀

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

	Amount in tons.
Lumber,	39,760 ¹² / ₁₀₀₀
Anthracite coal,	446,155 ¹² / ₁₀₀₀
Bituminous coal,	2,891 ¹² / ₁₀₀₀
Pig iron,	49,970 ¹² / ₁₀₀₀
Other iron or castings,	2,008 ¹² / ₁₀₀₀
Iron and other ores,	37,817 ¹² / ₁₀₀₀
Lime and limestone,	55,592 ¹² / ₁₀₀₀
Agricultural products,	18,457 ¹² / ₁₀₀₀
Manufactures and merchandise,	7,472 ¹² / ₁₀₀₀
Live stock,	52 ¹² / ₁₀₀₀
Other articles,	42,535 ¹² / ₁₀₀₀
Total,	702,714 ¹³ / ₁₀₀₀

Rate of Toll charged for the respective classes per mile.

For lumber, per 1,000 feet board measure, (hemlock,) 10 mills.
For lumber, per 1,000 feet board measure, (pine and other lumber,) 12 mills.
Shingles, per 1,000, 4 mills.
Anthracite coal, per ton, 5 to 15 mills.
Bituminous coal, per ton, 8 mills.

EXPENSES.

Maintaining the Canals or Real Estate of the Corporation.

	Maintenance of Lehigh Canal.		Maintenance of Delaware Division Canal.		Total.	
Aqueducts,	\$146	97	\$248	67	\$395	64
Flats and dredge boats,	3,368	56	1,008	11	4,376	67
Bridges,	4,570	02	2,506	07	7,076	09
Canal bed and banks,	8,479	89	12,097	14	20,577	03
Dams,	23,906	57	1,599	91	25,506	48
Tracks, shipping yard,	1,414	52			1,414	52
Horses and horse keep,	3,222	76	1,355	00	4,577	76
Houses and repair-shops,	7,443	21	3,625	88	11,069	09
Incidentals,	1,862	06	1,862	07	3,724	13
Shipping pockets,	11,239	24			11,239	24
Water-wheels,	13	95	2,812	25	2,826	20
Steamboats and dredge boats,	8,509	76	630	37	9,140	13
Superintendence and engineering,	1,601	04	1,659	13	3,260	17
Tools and tool repairs,	150	73	358	31	509	04
Waste-weirs and sluices,	502	84	1,045	81	1,548	15
Quarrying stone,			872	57	872	57
Totals,	\$76,431	62	\$31,681	29	\$108,112	91
Operating the Canals.						
Collectors and weighmasters,	\$4,693	00	\$1,992	00	\$6,685	00
Rent and taxes, Delaware division canal,			120,330	04	120,330	04
Incidentals,	10	83	7	75	18	08
Labor, shipping coal,	15,996	80			15,996	80
Lock-keeper,	15,232	30	7,225	20	22,457	50
Office expenses, rents, and furniture,	1,001	75	516	54	1,518	29
Superintendence,	576	27	576	27	1,152	54
Totals,	\$37,510	45	\$130,647	80	\$168,158	25

RECEIPTS.

From tolls on coal,	\$250,110	81
From tolls on lumber,	35,705	26
From tolls on iron,		
From tolls on miscellaneous freight,		
From tolls on lockages,	1,745,717	13
Boat toll,		
Other sources, rents, etc.,		
Total,	\$2,031,633	20

SUMMARY OF EXPENSES.

For maintaining the canal or real estate of the corporation, and operating the canal,	\$276,271	16
For dividends,	206,567	00
For interest,	915,039	51
For municipal and State taxes,	70,147	82
For other payments,	286,298	89
Total,	\$1,754,324	38
Total amount of surplus fund for year 1881, less dividend paid,	\$277,208	82

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 206,567 shares, \$10,328,350

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, E. W. Clarke, president, and S. Shepherd, treasurer, of the Lehigh Coal and Navigation Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

E. W. CLARKE, *President.*
S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 20th day of February, A. D. 1882.
WM. C. ALDERSON, *Notary Public.*

REPORT

OF THE

Monongahela Navigation Company, for the year ending January 11, 1882.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
J. K. Moorhead, President,	Pittsburgh, Pa.
William Bakewell, Secretary and Treasurer, .	{ Arnold Park, Westmoreland county. P. O. address, Pittsburgh, Pa.
William P. Wood, Cargo Inspector,	Pittsburgh, Pa.
Thomas McGowan, Superintendent of Repairs, .	Lock No. 4, Washington county, Pa.
General offices at No. 20 Grant street, Pittsburgh.	

<i>Names of Directors.</i>	<i>Residences.</i>
Joseph Albree,	Pittsburgh.
Felix R. Brunot,	Allegheny.
Alexander Bradley,	Pittsburgh.
John Harper,	Pittsburgh.
N. B. Hogg,	Allegheny.
M. K. Moorhead,	Pittsburgh.
J. B. Murdoch,	Pittsburgh.
William Morrison,	Allegheny.
J. B. Sweltzer,	Pittsburgh.

One vacancy by decease of Daniel Wallace.
Allan C. Bakewell (of Pittsburgh) elected January 12, 1882.

CAPITAL STOCK.

Capital stock authorized by law.	Not limited.		
Capital stock, amount fully paid: 20,098 shares, \$50 each,		\$1,004,650	00
Capital stock, number of shares issued,	20,098		
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, (due July 1. 1887, bear interest at 6 per cent., which is payable 1st January and July,) amount,		\$84,000	00
Total amount now of funded debt,		\$84,000	00
Floating Debt.			
Debt incurred for any other purpose, and for what: None. Company have on hand a balance of refunded tonnage tax.			

COST OF CANAL AND FIXTURES.

Total amount of construction account, \$1,120,100 20

CHARACTERISTICS OF CANAL.

Length of main line, from Pittsburgh to Geneva, 83 to 85 miles.

Length of main line of canal in Pennsylvania: All in Pennsylvania.

Canals leased by the company, None.

Depth of water: On lock-sills, 5 to 6 feet; depth varies.

Length and breadth of locks: Six of 190 by 50 feet in chamber; two of 250 by 56 feet.

Number of pools: Six, of 10, 14, 15, 18, 10, and 16 miles, respectively.

Number of lock-houses, 6; store-houses, 4; other houses 2; total, 12

Number of locks: Lift, 8

Number of dams, 6

Number of lineal feet of over-flows, None.

Number of bridges, None.

Number of culverts, None.

Number of aqueducts, None.

Number of lineal feet of aqueduct superstructure, None.

Number of miles of slack water, 83 to 85, varying with stage of water in river.

Number of boats owned by the company: 1 repair, 1 pumping, 6 flats; total, 8

Number of boats owned and run by private parties: Navigation public—don't know number.

Feet of lockage on main line of improvement, 61

Value of real estate held by the company, exclusive of improvement, cost, \$23,095 00

Are the locks of wood, cut stone, or composite? All cut stone.

Give the number of each kind, 8

DOINGS OF THE YEAR IN TRANSPORTATION.

Company prohibited from doing transportation business.

Statement,
In bushels of Coal and Slack shipped from the several Pools of the Monongahela Slack-water, during the year 1881.

MONTHS.	Pool No. 1.	Pool No. 2.	Pool No. 3.	Pool No. 4.	Total.
January,	611,000	2,426,500	395,800	233,600	3,666,900
February,	214,500	3,429,000	650,000	708,200	5,001,700
March,	73,200	7,319,500	2,123,700	2,922,500	12,438,900
April,	1,656,000	6,211,500	2,490,900	2,511,900	12,870,300
May,	1,079,500	4,825,000	494,500	1,048,000	7,447,000
June,	1,828,460	7,072,500	1,429,000	1,708,400	12,038,360
July,	430,000	4,045,000	972,000	1,075,900	6,522,900
August,	16,000	766,500	896,800	559,000	1,738,300
September,		126,000	77,100	57,900	261,000
October,	13,000	201,000	305,100	28,400	547,500
November,	1,077,000	5,073,000	2,214,600	2,068,800	10,433,400
December,	1,714,600	6,449,000	2,599,300	2,525,500	13,288,400
Total,	8,718,260	47,944,500	14,148,800	15,448,100	86,254,660

Total amount of coal, 3,277,677 tons

Coke Business for 1881.

	Tons.	Bushels.	Tolls.
Coke from Pool No. 1,	2,690	134,500	\$100 87
Coke from Pool No. 2,	66,600	3,330,000	4,495 50
Coke from Pool No. 4,	1,744	87,200	158 20
Coke from Pool No. 6,	4,580	229,000	458 00
Total number bushels coke,	75,614	3,780,700	\$5,212 57
Bushels coal,		86,254,660	\$148,952 82
Bushels coke,		3,780,700	5,212 57
Total,		90,035,360	\$154,165 39

Statement
Of Freight shipped East and West on the Monongahela Slack-water, during the year
ending December 31, 1881.

SHIPPED EASTWARD FROM PITTSBURGH.	SHIPPED WESTWARD TO PITTSBURGH.
Whiskey, barrels, 96	Sand, bushels, 235,200
Lumber, feet, 10,496,850	Whiskey, barrels, 8,587
Timber, feet, 8,220,467	Wood, cords, 300
Iron ore, tons, 10,094	Stone, perches, 8,505
Pig iron, tons, 465	Staves, number, 5,000
Fire clay, tons, 1,288	Posts, number, 7,430
Pit posts, number, 295,200	Brick, number, 881,400
Sheep and hogs, number, . . . 164	Sheep, number, 1,856
Cattle and horses, number, . . 205	Lumber, feet, 439,900
Railroad ties, number, 16,500	Timber, feet, 776,050
Classified freight, pounds, . . 21,036,250	Steel rails, tons, 21,801
	Hogs, number, 3,130
	Cattle and horses, number, . . . 177
	Classified freight, pounds, . . . 9,859,800

RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES.

Articles in Class No. 1.

Copper, of all kinds,
 Confectionery,
 Drugs and medicines,
 Furniture,
 Feathers,
 Fruits, not specified,
 Furs, peltry, and skins,
 Glassware,
 Hides, dry,
 Hardware and cutlery,
 Leather, dressed and undressed,
 Lead, white, red, and litharge,

Liquors, foreign,
 Merchandise, not specified,
 Marble, manufactured,
 Oils, paints, and dye stuffs,
 Oysters,
 Paper, of all kinds,
 Queensware and chinaware,
 Spices,
 Steel,
 Steam engines and machinery,
 Tin and tinware,
 Tobacco, manufactured.

Articles in Class No. 2.

Agricultural products, not specified,
 Agricultural implements,
 Ale, beer, and porter,
 Anvils,
 Apples,
 Blooms,
 Butter, bacon, and beef,
 Chair stuff, turned,
 Copperas,
 Coffee,
 Copper ore,
 Cheese,
 Cotton and cotton yarns,
 Castings,
 Cider,
 Dried apples and peaches,
 Doors and blinds for steamboats, &c.,
 Earthen and stoneware,

Groceries, not specified,
 Glauber salts,
 Ginseng,
 Hemp, oakum, and flax,
 Hides, green and salted,
 Iron, rolled and hammered,
 Lard and tallow,
 Molasses,
 Marble, sawed and in blocks,
 Nails and spikes,
 Ropes and cordage,
 Pork,
 Powder,
 Pitch, tar, rosin, and turpentine,
 Rags,
 Saleratus,
 Saltpeter,
 Tobacco, leaf,

Empty whiskey, ale, and oil barrels,
Empty flour, apple, and salt barrels,
Fish,
Flax and other seeds,
Flour,

Wool,
Window glass,
Buggies and small wagons, &c.,
Carriages and wagons.

Articles in Class No. 3.

Ashes, pot and pearl, and scorplings,
Cut stone,
Fire brick,
Grind and mill-stones and burr-blocks,
German clay and gypsum,
Hydraulic cement,
Lead, in pigs and bars,
Salt,
Lath,
Plaster paris,

Paper boards,
Scraps and broken castings,
Spanish whiting and barytes,
Wheat and other grain,
White or Louisville lime,
Soda ash,
Potatoes and turnips,
Old cordage,
Shingles,
Hay and straw.

All articles not above enumerated, to be classed in class No. 2.

In the collection of tolls, all articles to be charged at their exact weight; but when not weighed, the annexed articles are to be computed as follows:

	<i>Pounds.</i>		<i>Pounds.</i>
Beef and pork, salted, and rosin, oils		Corn, rye, and seeds of all kinds, per	
of all kinds, per barrel,	300	bushel,	56
Fish, salted, per barrel,	300	Oats, per bushel,	30
Tar, 28 gallons, per barrel,	320	Wheat, per bushel,	60
Barley and buckwheat, per bushel,	45	Oysters, (shells,) per bushel,	75
Apples, per barrel,	100	Buggies and small wagons, each,	350
Flour, per barrel,	170	Carriages and wagons, each,	1,700
Cider, per barrel,	200	Fire brick, per 100 count,	400
Empty (tight) barrels, per barrel,	70	Shingles, per 1,000 count,	500
Empty flour barrels, &c., per barrel,	40	Lath, per 1,000 count,	400
Salt, per barrel,	250	Potatoes and turnips, per bushel,	56
Window glass, per box 50 feet,	42		

Articles Carried in Quantities.

	Not less than	Per lock.	Through.
Iron, rolled and hammered, per 1,000 lbs.,	50 tons.	5	
Steel and iron rails, per ton,	100 tons.	10	
Iron ore, per ton,	100 tons.	5	25
Crude oil, per barrel,	1,000 bbls.		7

Coal.

On each 1,000 bushels, from pool No. 1,	\$0 90
On each 1,000 bushels, from pool No. 2,	1 80
On each 1,000 bushels, from pool No. 3,	2 45
On each 1,000 bushels, from pool No. 4,	2 65
On each 1,000 bushels, from pool No. 5,	2 85
On each 1,000 bushels, from pool No. 6,	3 05
Slack half toll.	

Coke.

On each 1,000 bushels, from pool No. 1,	\$0 75
On each 1,000 bushels, from pool No. 2,	1 35
On each 1,000 bushels, from pool No. 6,	2 00

Steamboats.

	Below Brownsville.		Above Brownsville	Through from Pittsburgh to Geneva.
	Per lock.	Through.	Per lock.	
In addition to toll on cargo,	\$0 50	\$2 00	\$1 00	\$4 00

Empty crafts, \$1 00 per lock.

Miscellaneous Articles.

	Per lock.	Through.
	<i>Cents.</i>	<i>Cents.</i>
Whiskey, per barrel,	4	20
Manure, per 1,000 pounds,	2	12
Rubble and limestone, per perch,	8	18
Dimension stone, per perch,	5	30
Iron ore, per ton,	8	40
Pig iron, per ton,	9	54
Fire wood, per cord,	6	36
Bark, per cord,	10	60
Posts and rails, per 100,	6	36
Brick, common, per 100,	2	10
Staves and heading, per 100,	1	6
Hoop poles, per 100,	1	6
Timber, in rafts, per 100 cubic feet,	6	36
Lumber, boards, and scantling, per 1,000 feet B. M.,	8	48
Frame timber, per 100 feet lineal,	6	36

Passengers.

Per lock,	5
Through,	30

Classed Freight, per 1,000 pounds.

	Below Brownsville, per lock.	Above Brownsville, per lock.	Through.
Class No. 1,	8 cents.	11 cents.	54 cents.
Class No. 2,	6 cents.	8 cents.	40 cents.
Class No. 3,	4 cents.	5 cents.	28 cents.

Live Stock.

	Below Brownsville.	Above Brownsville or through.
Sheep, per head,	4 cents.	5 cents.
Hogs and calves, per head,	5 cents.	7 cents.
Cattle and horses, per head,	20 cents.	30 cents.

All passengers and freight carried in any boat on the pools, to and from points between locks, shall be returned and paid as other way passengers and freight for one lock; and all boats or crafts using the pools of the Navigation for loading, or in the transaction of their regular business, that during high water pass over dam No. 1, shall pay the same toll as if they passed through the lock.

No additional toll to be charged on boats laden exclusively with coal, coke, cord wood, brick, lime, limestone, rough stone, or sand.

EXPENSES.

The total expenses during the year, including salaries of officers, inspectors of cargoes, lock-tenders and assistants, stationery, advertising, printing, oil, ropes, &c., amount to,	\$38,305 33
The total amount expended for repairs, including salary of superintendent, of repairs, and engineer,	79,069 44
	<u>\$117,374 77</u>

Abstract of Receipts and Disbursements for Year ending January 12, 1882.

DR.			
Cash balance January 8, 1881,		\$64,081	99
Tolls received in cash,		40,776	01
Toll bills collected,		136,368	45
Bills receivable,		22,500	00
Pumping boat,		6,967	50
Steamboat "Keefer," on account,		5,000	00
Interest,		2,000	00
B. L. Wood, Jr.,		43	50
		<u>\$277,737</u>	<u>45</u>
CR.			
New construction,		\$4,648	20
Lock and dam, No. 7,		192	10
Expenses,		38,305	33
Repairs,		79,069	44
Dividends paid,		99,974	00
Coupons paid,		4,920	00
State Treasurer,		13,292	83
Trustee account,		1,500	00
W. P. Wood,		1,911	49
Steamboat "Keefer," (cost),		9,500	00
Cash on hand January 11, 1882,		24,424	06
		<u>\$277,737</u>	<u>45</u>

Profit and Loss for Year ending January 12, 1882.

DR.			
Expenses,		\$38,305	33
Repairs,		79,569	44
Tax on capital stock,		5,023	25
Tax on gross receipts,		1,517	78
Tax on loans,		292	00
Coupons,		5,040	00
Dividend No. 52, January, 1881,		60,279	00
Dividend No. 53, July, 1881,		40,186	00
Balance January 11, 1882,		116,616	28
		\$346,829	08
CR.			
Balance January 8, 1881,		\$69,480	08
Tolls,		216,908	10
Contingent fund,		50,000	00
Suspense account,		1,403	40
For use of pumping boat,		6,967	50
Interest,		2,070	00
		\$346,829	08

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

Paid during the year on new construction, \$4,648.20

STATEMENT OF TOLLS.

Amount of tolls charged during the year :

On coal and slack,	\$148,952 82
On coke,	5,212 57
On freight, empty crafts, &c.,	60,336 26
On passengers,	2,406 45
	\$216,908 10

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued :
No preferred stock.

Amount of common stock now outstanding, 20,093 shares of \$50 each.

Amount of stock issued as stock dividends, and dates of issue : None during past year.

Rate and date of all cash dividends on stock of original and consolidated companies : January, 1881, six per cent. ; July, 1881, four per cent.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss :

Personally appeared before me, J. K. Moorhead, president, and William Bakewell, treasurer, of the Monongahela Navigation Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and

having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending January 12, A. D. 1882, according to the best of their knowledge and belief.

(Signed)

J. K. MOORHEAD, *President.*

W. BAKEWELL, *Treasurer.*

Sworn and subscribed before me, this 4th day of February, A. D. 1882.

JOHN S. KENNEDY, *Alderman.*

REPORT

OF THE

Pennsylvania Canal Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Isaac J. Wistar, President,	Philadelphia, Pa.
Alfred Mordecai, Secretary,	Philadelphia, Pa.
Thomas P. Haviland, Treasurer,	Philadelphia, Pa.
Thomas T. Wierman, Chief Engineer,	Harrisburg, Pa.
F. J. Deemer, Superintendent of Equipment,	Wilkes-Barre, Pa.
Thomas T. Wierman, junior, Resident Engineer,	Harrisburg, Pa.
General offices at 223 South Fourth street, Philadelphia, Pa.	

Names of Directors.

<i>Names of Directors.</i>	<i>Residences.</i>
George B. Roberts,	Philadelphia, Pa.
Isaac J. Wistar,	Philadelphia, Pa.
Wistar Morris,	Philadelphia, Pa.
Edmund Smith,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.
M. Hall Stanton,	Philadelphia, Pa.
Alexander Biddle,	Philadelphia, Pa.
William Eisenbrey,	Philadelphia, Pa.
Samuel M. Felton,	Philadelphia, Pa.
Strickland Kneass,	Philadelphia, Pa.
Simon Gratz,	Philadelphia, Pa.
William J. Howard,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$5,000,000	00
Capital stock authorized by votes of company,	5,000,000	00
Capital stock, amount subscribed,	4,501,200	00
Capital stock paid in by last report,	4,501,200	00
Capital stock, total amount now paid in,	4,501,200	00
Capital stock, number of shares issued,	90,024	
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due July 1, 1887, bear interest at 6 per cent., which is payable January 1 and July 1,) amount,	\$90,000	00
General mortgage bonds, (due July 1, 1910, bear interest at 6 per cent., which is payable January 1 and July 1,) amount,	2,988,000	00
	\$8,078,000	00
Less amount held by sinking fund,	188,000	00
Total amount now of funded debt,	\$8,078,000	00
Total amount now of floating and funded debt,	2,940,000	00
Funded debt, as per last report, (sinking fund not then returned,)	\$3,090,000	00
Total cash realized from capital stock and debt,	\$7,458,000	00

COST OF CANAL AND FIXTURES.

See Auditor General's report on railroads, canals, and telegraph companies for the year 1872, page 796.

CHARACTERISTICS OF CANAL.

Length of main line of canal: From Columbia to Wilkes-Barre, 151 miles; Junction to Huntingdon, 90 miles; Northumberland to Flemington, 68 miles; Clarke's Ferry to Millersburg, 13 miles; slack-water, aggregate length, 11 miles,	333 miles.
Length of main line of canal in Pennsylvania,	333 miles.
Number of branch canals, with length of each, viz: Two; aggregate length,	4 miles.
Canals leased by the company,	None.
Width of canal at top water line: Wiconisco and Juniata divisions, 50 feet each; main line, 50 to 60 feet, West Branch division, 45 to 55 feet.	
Width of canal on bottom: Main line, 34 to 40 feet, West Branch, Wiconisco, and Juniata divisions, 30 feet each.	
Depth of water: Main line, 6½ feet; other divisions, 4 to 4½ feet.	
Length and breadth of locks: 30 locks, 17×182 feet; 40 locks, 17×90 feet; 34 locks, 15×90 feet,	104
Number of basins,	60
Number of lock-houses, 97; store-houses, 10; other houses, 30; total,	137
Number of locks: Lift, 104; stop, 14; guard, 14; weigh, 3; total,	135

Number of waste-ways,	76
Number of overflows,	57
Number of lineal feet of overflows,	7 216
Number of bridges,	467
Number of culverts,	145
Number of dams,	19
Number of aqueducts,	61
Number of lineal feet of aqueduct superstructure,	6,683
Number of lineal feet of dams,	13,297
Number of miles of slack water,	11
Number of boats owned by the company,	245
Average tonnage of boats on main line,	100 to 280 tons.
Navigation opened,	April 1.
Navigation closed,	December 14.
Feet of lockage on main line of canal : Main line, 312 ; Wisconsin division, 36 ; Juniata division, 289 ; West Branch division, 107 ; total,	
	744
Value of real estate held by the company, exclusive of canal,	None.
Are the locks of wood, cut stone, or composite ?	All.
Give the number of each kind : Cut stone, 37 ; stone and composite, 41 ; composite, 48 ; wood, 9 ; total,	135

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased roads,	905,095
--	---------

The Amount of Freight specifying the Quantity in Tons of 2,000 pounds.

	Amount in tons.
Lumber, including logs,	223,042
Anthracite coal,	544,781
Bituminous coal,	9,297
Iron,	904
Iron and other ores,	41,268
Other articles,	85,853
Total,	905,095

THIN RATE OF TOLL FOR THE RESPECTIVE CLASSES PER MILE--Continued.

	DISTANCE IN MILES.															
	0 to 25.	25 to 100.	100 to 125.	125 to 150.	150 to 175.	175 to 200.	200 to 225.	225 to 250.	250 to 275.	275 to 300.	300 to 325.	325 to 350.	350 to 375.	375 to 400.	400 to 425.	(Over 425.)
FIRST CLASS.—Agricultural implements, butter, cider, drugs, dry goods, eggs, fine groceries, feathers, furniture, hardware, leather, liquors, machinery, paper, spices, teas, wool, and articles not enumerated,	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
SECOND CLASS.—Bark, (ground and roused,) earthen and queensware, hides, marble, (manufactured,) provisions, rags, seed, slate, sumac, tobacco, treenails, window glass,	112	115	118	121	124	128	131	134	138	141	144	147	150	153	156	160
THIRD CLASS.—Ashes, (pot, pearl, and soda,) bark, (unground,) bones and bone dust, burr blocks, car wheels and axles, cement, charcoal, chrome ore, clay cylinders, copper ore, cotton, crude chemicals, feed, flour, fish, fork and shovel handles, fruit and vegetables, grain, (all kinds,) grindstones, heavy groceries, ground flint, guano, hay and straw, horns, iron, (all kinds,) meal, millstones, nails and spikes, oils, oysters, phosphates, pitch, resin, tar, salt, slate dust, soap-stone, stove bolts, railroad ties, telegraph poles,	83	85	87	90	93	96	99	102	105	108	111	114	117	120	123	127
FOURTH CLASS.—Ashes, (leached,) bricks, (all kinds,) cinders, clay, (all kinds,) coke, cord wood, earth, felspar, hoop poles, ice, iron ore, lime, kelp, manure, plaster, posts and rails, (split,) sand, saw-dust, and stone, (wrought and unwrought,) Gunpowder, Sawed lumber, and timber of all kinds, in boats, including lath, shingles, staves, headings, &c., per ton. Where otherwise specified in special toll sheet, the latter governs. Saw logs, 16 feet long, or less, for each log. All other logs and timber, round or hewed, singly or in rafts, per 1,000 feet, B. M.,	204	210	215	220	225	230	235	240	245	250	255	260	265	270	275	284
	69	71	74	78	82	85	88	91	94	98	101	104	107	110	113	117
	86	88	91	93	96	99	101	104	107	110	113	116	119	122	125	129

Maintaining the Canal or Real Estate of the Corporation.

	Maintenance of Canal.		Canal Equip-ment.		Total.	
Aqueducts,	\$18,133	68			\$18,133	68
Boats and flats,	2,868	59			2,868	59
Boats, repairs of,			\$21,709	27	21,709	27
Bridges,	9,281	55			9,281	55
Boats, equipment of,			38,769	83	38,769	83
Canal bed and banks,	21,864	97			21,864	97
Clerks,	3,441	24	1,501	00	4,942	24
Culverts,	3,186	46			3,186	46
Dams,	62,838	05			62,838	05
Dry docks,			40	41	40	41
Ferries,	313	81			313	81
Horses and horse keep,	217	88			217	88
Houses and repair shops,	4,023	82	160	19	4,184	01
Incidentals,	2,298	42	501	54	2,797	96
Locks,	12,320	76			12,320	76
Office expenses, rents, furniture,	560	50	23	18	583	68
Slope and vertical walls,	4,472	72			4,472	72
Stationery and printing,	625	77	5	50	631	27
Steamboats and dredge boats,	6,490	77			6,490	77
Superintendence and engineering,	12,011	85	2,449	96	14,461	81
Real estate,	2,805	84			2,805	84
Tools and tool repair,	2,637	36	299	88	2,937	24
Waste weirs and sluices,	1,007	12			1,007	12
Watchmen,	1,975	46			1,975	46
Wharfing,	2,293	81			2,293	81
Totals,	\$175,167	93	\$60,460	26		
Operating the Canal.						
Collectors and weighmasters,	\$3,659	13			\$3,659	13
Clerks,	5,854	98			5,854	98
State tax on receipts,	2,473	73			2,473	73
Ferries, labor at,	93	35			93	35
Incidentals,	1,900	18			1,900	18
Lock-keeper,	10,275	28			10,275	28
Office expenses, rents, and furniture,	700	37			700	37
Stationery and printing,	736	55			736	55
Superintendence,	1,290	00			1,290	00
Total,	\$26,983	57			\$262,611	76

RECEIPTS.

From tolls on coal,	}	\$309,216	00
From tolls on lumber,			
From tolls on iron,			
From tolls on miscellaneous freight,			
From tolls on lockages,			
Boat toll,			
Boat rents,		44,814	83
Other sources, rents, &c.,		6,221	08
Total,		\$360,251	91

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, equipment, and operating the canal,	\$262,611	76
For interest,	182,746	94
Municipal taxes: Included in maintenance and operating expenses.		
State taxes on capital stock,	135	04
Total,	\$445,493	74

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding, 90,024 shares, \$4,501,200 00	
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, I. J. Wistar, president, and T. P. Haviland, treasurer, of the Pennsylvania Canal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, 1881, according to the best of their knowledge and belief.

(Signed)

I. J. WISTAR, *President.*

T. P. HAVILAND, *Treasurer.*

Sworn and subscribed before me, this 19th day of January, A. D. 1882.

JNO. C. SIMS, Jr., *Notary Public.*

R E P O R T

OF THE

*Schuylkill Navigation Company, for the year ending
December 31, 1881.*

STOCK AND DEBT.

First. The capital stock is unlimited.

Second. The amount of stock subscribed for issued, is as follows :

Common stock,	\$840,200 00
Common stock scrip,	36 00
Preferred stock,	8,210,400 00
Total,	<u>\$4,050,636 00</u>

Third.

Total amount of Funded Debt.

Six per cent. mortgage bonds, 1897,	\$1,709,380	20
Six per cent. mortgage bonds, 1907,	3,990,392	66
Six per cent. common loan, 1876-1895,	7,798	50
Six per cent. mortgage loan, coupon, 1895,	1,200,000	00
Six per cent. boat and car loan, 1913,	756,650	00
Seven per cent. boat and car loan, 1915,	628,100	00
Six per cent. improvement bond, 1880,	228,000	00
Total,	<u>\$8,520,321</u>	<u>36</u>

Fourth.

Floating Debt.

Interest due on loans,	\$127,281	63
Dividends unpaid,	2,186	94
Debt due sundry persons,	717	39
Tax on dividends and interest,	15,609	95
Total,	<u>\$145,795</u>	<u>91</u>

Fifth. Average rate of interest, a fraction over six per cent.

The cost of the company's works, estates, and equipment

as charged on the books, \$12,571,011 36

Sixth. Dividends.—The receivers of the Philadelphia and Reading Railroad Company gave notice, July 13, 1881, that they would purchase from the stockholders of this company their assignments of one year's dividend due them on July 1, 1881, at the rate of one dollar per share per annum for the preferred stock, and fifty cents per share per annum for the common stock dividends.

Seventh. The number of shares issued and outstanding December 31, 1881, was—

Common stock,	16,804 shares.
Common stock scrip,	$\frac{2}{3}$ shares.
Preferred stock,	64,208 shares.

The par value of each share is \$50.

The average market value of each share during the year 1881, was \$6 50 per share for the common stock, and \$13 per share for the preferred stock, and the amount paid in for each share is \$50.

Eighth. The number of shares on which dividends would be purchased by the receivers of the Philadelphia and Reading Railroad Company, are 16,924 shares common stock, and 64,148 shares preferred stock. Difference caused by the conversion of 120 shares of common stock into 60 shares of preferred stock. In all such cases, two shares of common stock given for one share of preferred stock.

Ninth. All the works and estates of the company were leased to the Philadelphia and Reading Railroad Company on the 12th day of July, 1870, for the term of nine hundred and ninety-nine years; we respectfully refer to the report made by them for the description of business cost of repairs, &c.

Tenth.

RECEIPTS.

Balance of cash on hand January 1, 1881,	\$12,836	57
Rents received from the Philadelphia and Reading Railroad Company,	351,459	30
Loan of 1872-1897, sold,	63	90
	\$364,359	77

Eleventh.

PAYMENTS.

Interest on loans, bonds, &c.,	\$326,331	08
Dividends on preferred and common stocks,	2	96
Taxes paid Commonwealth Pennsylvania on stock,	2,505	04
Taxes paid Commonwealth deducted from interest,	12,000	00
Taxes returned non-residents,	327	12
Salaries, rent, and current expenses,	6,780	33
Dividend scrip loan 1872-1897,	72	90
Loan of 1872-1882, purchased,	1,005	50
Balance,	15,334	89
	\$364,359	77

Twelfth. The amount of the contingent and sinking fund, which is held by the Philadelphia and Reading Railroad

Company, is \$86,268 58

Thirteenth. In addition to the arrangement made by the receivers of the Philadelphia and Reading Railroad Company for the settlement of divi-

dends, they have offered to purchase from the holders of the six and seven per cent. boat and car loans, and the improvement bonds and interest due them, November 1, 1880, at two and one half per cent. These arrangements are still continued, not being fully reached, and in consequence our final balance sheet cannot now be made up in its usual form.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Frederick Fraley, President,	Philadelphia, Pa.
Richard Wilkins, Secretary and Treasurer,	Philadelphia, Pa.
William M. Tilghman, Solicitor,	Philadelphia, Pa.
Isaac P. Wilkins, Chief Clerk,	Bethayres, Pa.
General office, No. 417 Walnut street, Philadelphia.	

<i>Names of Managers.</i>	<i>Residences.</i>
John N. Hutchinson,	Easton, Pa.
Charles W. Wharton,	Branchtown, Pa.
George Brooke,	Birdsboro', Pa.
Charles Baber,	Pottsville, Pa.
Michael Ward,	Philadelphia, Pa.
Thomas R. Patton,	Philadelphia, Pa.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Frederick Fraley, president, and Richard Wilkins, treasurer, of the Schuylkill Navigation Company, who, being duly sworn and affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending December 31, 1881, according to the best of their knowledge and belief.

(Signed)

F. FRALEY.

RICHARD WILKINS.

Sworn, affirmed, and subscribed before me, this 27th day of January, A. D. 1882.

JOHN RODGERS, *Notary Public.*

REPORT

OF THE

Receivers of the Philadelphia and Reading Railroad Company, Lessee of Schuylkill Navigation Company, for the year ending November 30, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
T. C. Zulick, Superintendent,	Schuylkill Haven.
Edwin F. Smith, Chief Engineer,	Reading.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Mill Creek to Callow-hill street bridge, Philadelphia,	108.23 miles.
Length of main line of canal in Pennsylvania,	108.23 miles.
Number of branch canals, with length of each,	1 mile.
Width of canal at top water line,	60 to 300 feet.
Width of canal on bottom: Variable; minimum on curves, 45 feet; straight lines, 40 feet.	
Depth of water,	6½ feet.
Length and breadth of locks: Lift-locks, 110 by 18 feet in the chambers; general locks, 112 by 24 feet.	
Number of basins,	19
Number of lock-houses, 52; other houses, 7; total,	59
Number of locks: Lift, 47; guard, 7; guard, with lift, 17; total,	71
Number of waste-ways,	47
Number of over-flows,	2
Number of lineal feet of over-flows,	3,300
Number of bridges,	121
Number of culverts,	22
Number of dams,	31
Number of aqueducts,	12
Number of lineal feet of aqueduct superstructure,	836
Number of miles of slack-water,	47.98
Number of boats owned by the company,	425
Number of boats owned and run by private parties,	98
Average tonnage of boats,	172
Navigation opened,	March 14.
Navigation closed,	December 23.

Feet of lockage on main line of canal, 618.63
 Are the locks of wood, cut stone, or composite? Cut stone
 and composite.
 Give the number of each kind: Cut stone, 11; cement, un-
 cut, 2; composite, 58.

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches
 and leased canals, tons of 2,000 pounds, 783,148

Amount of Freight, specifying the quantity in tons of 2,000 pounds.

	Amount in tons.
Lumber,	36,291
Anthracite coal,	672,501
Bituminous coal,	418
Pig iron,	852
Other iron or castings,	583
Iron and other ores,	7,543
Lime and limestone,	37,573
Agricultural products,	258
Manufactures and merchandise,	7,002
Other articles,	20,177
Total,	783,148

The following rates of tolls per ton 2,240 pounds on anthracite coal car-
 ried on the Schuylkill canal, will take effect on August 1, 1881, and con-
 tinue until further notice:

STATIONS.	TOLLS FROM		Installments on leased boats col- lected with tolls deductible from freights.
	Schuylkill Haven.	Port Clin- ton.	
To Landingville,	\$0 50		\$0 5
Auburn,	50		5
Port Clinton,	50		5
Hamburg,	60	\$0 55	5
Shoemakersville,	63	58	5
Mohrsville,	65	60	5
Leesport,	70	65	5
Harblue's Dam,	70	65	5
Duncan's Canal,	70	65	5
Felix's Dam,	72	67	5
Leize's Dam,	74	69	5
Shepp's Dam,	74	69	5
Kissinger's Dam,	74	69	5
Reading,	75	70	6
Yost's Landing,	75	70	6
Poplar Neck,	75	70	6
Thompson's Store,	78	73	6
Birdsboro',	81	76	6
Monocacy,	81	76	6

STATIONS.	TOLLS FROM		Installments on leased boats col- lected with tolls deductible from freights.
	Schuylkill Haven.	Port Clin- ton.	
To Port Union and Unionville,	\$0 84	\$0 79	\$0 7
Pottstown, Parker's Landing,	86	81	7
Lawrenceville,	89	84	7
Royer's Ford and Spring City,	90	85	7
Black Rock Dam, Phoenixville Water Works,	93	88	8
Port Providence and Mount Clare,	93	88	8
Pawling's Dam,	94	89	8
Valley Forge,	95	90	8
Port Kennedy,	98	93	9
Norristown,	1 02	97	9
Bridgeport,	1 02	97	9
Plymouth Dam,	1 02	97	9
Conshohocken,	1 07	1 02	9
Spring Mill,	1 07	1 02	9
Manayunk,	1 08	1 03	9
Falls of Schuylkill,	1 08	1 03	10
Philadelphia,	1 10	1 05	10
Darby Creek,	1 11	1 06	10
Upland and Ridley Creek,	1 13	1 08	10
Eddystone,	1 13	1 08	10
Chester—all points below railroad,	1 13	1 08	10
Chester Creek Hospital,	1 13	1 08	10
Chester—Crozier's,	1 13	1 08	10
Wilmington, Del.,	1 15	1 10	10
Brandywine, Del.,	1 15	1 10	10
Newport, Del.,	1 15	1 10	10
New Castle, Del.,	1 15	1 10	10
Delaware City, Del.,	1 15	1 10	10
Port Penn, Del.,	1 15	1 10	11
Odessa, Del.,	1 15	1 10	11
Smyrna, Del.,	1 15	1 10	11
Chesapeake City, Md.,	1 25	1 20	10
Elkton, Md.,	1 25	1 20	10
Havre-de-Grace, Md.,	1 25	1 20	10
Baltimore, Md.,	1 25	1 20	10
Camden, N. J.,	1 10	1 05	10
Gloucester, N. J.,	1 10	1 05	10
Red Bank, Delaware River, N. J.,	1 12	1 07	10
Woodbury and Creek, N. J.,	1 12	1 07	10
Berkley, N. J.,	1 13	1 08	10
Billingsport, N. J.,	1 13	1 08	10
Bridgeport, N. J.,	1 13	1 08	10
Pedrickton, N. J.,	1 13	1 08	10
Pennsgrove, N. J.,	1 13	1 08	10
Salem, N. J.,	1 13	1 08	10
Alloway's Creek, N. J.,	1 13	1 08	10
Bayside, N. J.,	1 20	1 15	10
Bridgeton, N. J.,	1 35	1 30	10
Millville, (Maurice River,) N. J.,	1 25	1 20	12
Gunner's Run,	1 10	1 05	10
Bridesburg,	1 10	1 05	10
Frankford and Tacony,	1 10	1 05	10
Holmesburg,	1 10	1 05	10
Cooper's Point, N. J.,	1 10	1 05	10
Cooper's Creek, N. J.,	1 10	1 05	10
Fairview, N. J.,	1 10	1 05	10
Riverside, N. J.,	1 10	1 05	10
Beverly, N. J.,	1 10	1 05	10
Burlington, N. J.,	1 10	1 05	10
Florence, N. J.,	1 10	1 05	10

STATIONS.	TOLLS FROM		Installments on leased boats collected with tolls deductible from freights.
	Schuykill Haven.	Port Clinton.	
To Bordentown, N. J.,	\$1 10	\$1 05	90 10
Trenton, N. J.,	1 10	1 05	10
Princeton, N. J.,	1 10	1 05	11
Kingston, N. J.,	1 10	1 05	11
Rocky-Hill, N. J.,	1 10	1 05	11
Mill Stone, N. J.,	1 10	1 05	11
Bound Brook, N. J.,	1 10	1 05	11
New Brunswick, N. J.,	1 10	1 05	11
Brick Kiln, or Sayersville, N. J.,	1 55	1 50	11
South Amboy, N. J.,	1 55	1 50	11
Matawan, N. J.,	1 70	1 65	12
Keyport, N. J.,	1 70	1 65	12
Port Monmouth, N. J.,	1 80	1 75	12
Red Bank, (Navesink River,)	1 80	1 75	12
Woodbridge, N. J.,	1 61	1 56	12
Rahway, N. J.,	1 61	1 56	12
Bergen Point, N. J.,	1 70	1 65	12
Newark, N. J.,	1 65	1 60	12
Hackensack, N. J.,	1 85	1 80	12
Factoryville, S. I.,	1 70	1 65	12
Port Richmond, S. I.,	1 69	1 64	12
New Brighton, S. I.,	1 69	1 64	12
Tottenville, S. I.,	1 61	1 56	12
Kreichersville, S. I.,	1 61	1 56	12
Rossville, S. I.,	1 61	1 56	12
Fresh Kiln Creek, S. I.,	1 61	1 56	12
Quarantine, Vanderbilt's Landing,	1 69	1 64	12
Stapleton, S. I.,	1 69	1 64	12
Clifton, S. I.,	1 69	1 64	12
Fort Hamilton,	1 69	1 64	12
New York,	1 67	1 62	12

The proportion of freight collected with the tolls as boat installment on shipments of coal in leased boats will be indorsed on captain's bill of lading as so much freight advanced..

The above rates include loading and trimming, the tolls on the Delaware and Raritan canal, the towing between Fairmount and Bordentown, between New Brunswick and New York, and down Delaware river, towing to points named. No deduction will be made from these rates to free boats, nor will any premium be allowed for prompt unloading.

No charge for tolls less than forty cents per ton will be made for any distance.

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

	Maintenance of Canal.	Canal Improvement.	Total.
Aqueducts,	\$2,627	20	
Bridges,	5,231	12	
Canal bed and banks,	16,382	87	
Towing paths in pool,	5,161	56	
Culverts and trunks,	333	70	
Dams,	21,484	07	
Dredging and scooping channels and repairs of dredging machines,	10,561	74	
Houses and repair shops and offices,	1,027	75	
Incidentals, engineering, and office expenses,	5,468	78	
Locks,	10,720	91	
Lock-houses and sheds,	1,056	99	
Removing obstructions, raising sunken boats, and repairs to steam- pump boats,	2,345	40	
Reservoir dams,	1,095	76	
Shipping landings,	4,609	43	
Tools, tool repairs, and repair scows,	4,340	36	
Waste weirs,	389	71	
Water powers, including engineer- ing,	2,042	96	
Use of telegraph,	460	02	
Totals,	\$95,340	28	\$95,340 28
Operating the Canal.			
Current expenses,	\$38,700	01	
Labor, at landings, &c.,	33,530	60	
Total,	\$72,230	61	\$72,230 61

RECEIPTS.

From tolls on coal,	\$485,251	53
From tolls on merchandise,	52,587	24
From tolls on miscellaneous,	45,888	25
Total,	\$583,727	01

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$167,570	89
State taxes,	4,302	71
Total,	\$171,873	60
Payment for rent,	\$573,092	61
Less profit on transportation line,	13,568	82
	\$559,524	38

STATE OF PENNSYLVANIA, } ss:
County of Philadelphia, }

Personally appeared before me, E. M. Lewis, F. B. Gowen, S. A. Caldwell, receivers, and S. Bradford, treasurer of the Philadelphia and Reading Railroad Company, who being duly sworn or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and declare them to be a true, full, and correct statement of the condition and affairs of said company for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

EDWIN M. LEWIS,
F. B. GOWEN,
S. A. CALDWELL,

Receivers.

S. BRADFORD,

Treasurer.

Sworn or affirmed and subscribed before me, this 11th day of February, A. D. 1882.

J. Y. HUMPHREY, *Notary Public.*

REPORT

OF THE

*Susquehanna Canal Company, for the year ending
December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
G. A. Nicholls, President,	Reading, Pa.
Robert D. Brown, Treasurer,	Baltimore, Md.
General offices at Baltimore, Md., and Reading, Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
George W. Dobbin,	Baltimore, Md.
Enoch Pratt,	Baltimore, Md.
R. K. Hawley,	Baltimore, Md.
Isaac Brooks, junior,	Baltimore, Md.
William W. Taylor,	Baltimore, Md.
William B. Canfield,	Baltimore, Md.
B. Andrews Knight,	Philadelphia, Pa.
William P. Jenks,	Philadelphia, Pa.
John N. Hutchinson,	Philadelphia, Pa.
J. B. Lippincott,	Philadelphia, Pa.
Franklin B. Gowen,	Philadelphia, Pa.
Henry Lewis,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	Unlimited.		
Capital stock paid in by last report		\$2,002,746	00
Capital stock, total amount now paid in,		2,002,746	00
Capital stock, number of shares issued,	40,019		
Capital stock, amount paid in on each share,		50	00
Capital stock, par value of each share,		50	00

DEBT.

Funded Debt.			
First mortgage bonds, Susquehanna Canal Company preferred interest bonds, \$227,500, Tide-Water Canal Company preferred bonds, \$97,810 58, (due 1894, bear interest at 6 per cent., which is payable January and July,) amount,		\$325,310	58
Second mortgage bonds, Susquehanna Canal Company, \$700,000, Tide-Water Canal Company, \$300,000, (due 1885, bear interest at 6 per cent., which is payable January and July,) amount,		1,000,000	00
Third mortgage bonds, (due 1878 and 1918, bear interest at 6 per cent., which is payable January and July,) amount,		1,323,000	00
Fourth mortgage bonds, (due 1902, bear interest at 7 per cent., which is payable January and July,) amount,		250,000	00
Total amount now of funded debt,		\$2,898,310	58
Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$21,410	33	
Debt incurred for any other purpose, and for what: Unpaid interest on mortgage debt,	227,660	44	
The amount now of floating debt,		249,070	77
Total amount now of floating and funded debt,		\$3,147,381	35
Funded debt as per last report,	\$2,898,310	58	
Floating debt as per last report,	188,904	60	

COST OF CANAL AND FIXTURES.

Including tide-water canal, $14\frac{1}{2}$ miles in State of Maryland, \$4,929,974 40

CHARACTERISTICS OF CANAL.

Refer to lessees.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued: None.

Amount of common stock now outstanding, \$2,902,746 00

Amount of stock issued as dividends, and dates of issue: None.

Rate and date of all cash dividends on stock of original and consolidated companies: None.

STATE OF MARYLAND, }
City of Baltimore, } ss:

Personally appeared before me, Robert D. Brown, treasurer, of the Susquehanna Canal Company, who, being duly sworn, doth depose and say that he caused the foregoing statements to be prepared by the proper offi-

cers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of his knowledge and belief.

(Signed)

ROBERT D. BROWN, *Treasurer.*

Sworn and subscribed before me, this 28th day of January, A. D. 1882.

MURRY HANSON,

A Commissioner for Pennsylvania, residing in Baltimore city, Md.

REPORT

OF THE

Receivers of the Philadelphia and Reading Railroad Company, lessees of Susquehanna Canal Company, for the year ending November 30, 1881.

OFFICERS.

Names.

Residences.

T. C. Zulick, Superintendent, Schuylkill Haven, Pa.
Edwin F. Smith, Chief Engineer, Reading, Pa.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia, Pa., to Havre-de-Grace, Md.,	45 miles.
Length of main line of canal in Pennsylvania,	30 miles.
Width of canal at top water line,	50 feet.
Width of canal on bottom,	30 feet.
Depth of water, except where enlargement has been made for six feet,	5½ feet.
Length and breadth of locks,	170 by 17 feet.
Number of basins,	2
Number of lock-houses, 26; other houses, 2; total, . . .	28
Number of locks: Lift, 29; stop, 10; guard, 3; weigh, 1; total,	48
Number of waste-ways,	17
Number of overflows,	16
Number of lineal feet of overflows, including weirs at aqueducts,	2,659

Number of bridges,	18
Number of culverts,	5
Number of dams,	4
Number of aqueducts,	6
Number of lineal feet of aqueduct superstructure, . . .	435
Number of miles of slack water,	2
Number of boats owned by the company,	7 twin boats.
Average tonnage of boats,	120
Navigation opened,	April 11.
Navigation closed,	December 24.
Feet of lockage on main line of canal,	230.69
Are the locks of wood, cut stone, or composite? Wood, cut stone, and composite.	
Give the number of each kind: Wood, 3; cut stone, 2; composite, 27; total,	32

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, tons of 2,000 pounds, 346,257

Amount of Freight, specifying the quantity in Tons of 2,000 pounds.

	Amount in tons.
Lumber,	27,559
Anthracite coal,	269,625
Bituminous coal,	133
Pig iron,	641
Railroad iron,	416
Other iron or castings,	3
Iron and other ores,	1,667
Lime and limestone,	7,081
Agricultural products,	9,319
Manufactures and merchandise,	5,934
Other articles,	33,929
Total,	346,257

Rate of Toll charged for the respective Classes per Mile.

Rates for Short Distances.

CLASSES OF MERCHANDISE FOR 1881. All rates are per ton of 2,000 pounds, except coal, which is per ton of 2,240.					
	9 miles or less.	9 to 18 miles.	18 to 27 miles.	27 to 36 miles.	36 miles and over.
<i>First Class.</i> —Agricultural implements, butter, cider, dry goods, drugs, eggs, feathers, fine groceries, furniture, hardware, leather, liquors, machinery, paper, spices, teas, wool, and all other articles not enumerated,	25	37	47	57	67
<i>Second Class.</i> —Bark (ground and roased), earthen and queensware, groceries, hides, marble (manufactured), provisions, rags, seeds, slate, sumac, ice, tobacco, treenails, window glass, canned goods, . .	15	25	33	40	45
<i>Third Class.</i> —Ashes (pot, pearl, and soda), bark (unground), bones and bone dust, burr blocks, car wheels and axles, charcoal, cement, clay, cylinders, chrome ore, copper ore, cotton, crude chemicals, flour, feed, fire clay, fish, fork and shovel handles, fruit and vegetables, grain of all kinds, grindstones, ground flint, guano, heavy groceries, hay and straw, horns, iron (all kinds, bloom, scrap, anconies, and railroad), meal, millstones, nails and spikes, oysters, oils, phosphate, pitch, tar, rosin, salt, soapstone, stave bolts, telegraph poles, slate dust,	12	18	24	30	33
<i>Fourth Class.</i> —Ashes (leached), bricks, cinders, clay, coke, earth, flint stone, feldspar, hoop poles, iron ore, kelp, manure, plaster, sand, sawdust, stone (wrought and unwrought),	9	14	17	20	23
Coal, (per ton of 2,240 pounds,)	6	13	20	27	34
Gunpowder,	75	100	115	130	140
Lime, per ton,	8	15	20	23	25
Lumber and timber of all kinds, in boats, including lath, shingles, pickets, staves, headings, &c., per ton,	10	18	25	30	35
In rafts, per 1,000 feet board measure,	25	45	65	85	95
Timber (square and round), in rafts, per 100 cubic feet,	20	35	50	65	80
Posts, per 100,	50	90	130	165	200
Rails, per 100,	35	70	100	125	150
Railroad ties, per 100,	75	135	195	250	300
Wood—Cord wood, per cord,	15	25	35	45	50
Poplar wood, per cord,	25	36	44	50	60
Passengers,	5	10	15	20	25
Boat toll,	60	90	115	135	150

Steam Towing on Columbia Dam.

For each boat or scow,	\$1 50
For each raft,	7 50

Table of Distances.

Miles.	STATIONS.	Miles.	Miles.	STATIONS.	Miles.
45	Havre de Grace,	0	28	Wileyville,	19
42	Oler's Landing,	3	25	Cold Cabin,	20
42	Cochran's,	3	24	Muddy Creek,	21
41	Lapidum,	4	22	Slab Tavern,	23
41	Bell's Ferry,	4	19	McCall's Ferry,	26
40	Rock Run,	5	15	York Furnace,	30
39	Deer Creek,	6	13	Schenk's Ferry,	32
39	Stafford's Mill,	6	11	Lockport,	34
37	Shure's Landing,	9	7	Bridgeville,	38
35	Glen Cove,	10	5	Detwiler's,	40
34	Conowingo,	11	4	Locust Grove,	41
32	Broad Creek,	13	3	Riverside,	42
30	State Line,	15	1	Wrightsville,	44
27	Peach Bottom,	18	0	Columbia,	45

Estimated Weights of Articles.

ARTICLES.	Per	Pounds.	ARTICLES.	Per	Pounds.
Apples and fruits, . .	Barrel, . .	150	Lumber—Oak, wal-		
Apples and fruits, . .	Bushel, . .	55	nut, cherry, ash, &c.,	M. feet, . .	5,000
Ashes, pot and pearl,	Barrel, . .	450	Malt,	Bushel, . .	38
Biscuits,	Barrel, . .	80	Meal,	Barrel, . .	216
Bran,	Bushel, . .	35	Nails,	Keg,	106
Bricks,	M.,	5,000	Oats,	Bushel, . .	32
Bricks, pressed and			Ores, iron, &c., . .	Cubic foot,	200
fire,	M.,	7,000	Onions,	Bushel, . .	60
Bark,	Cord,	2,240	Oysters,	Bushel, . .	80
Harley,	Bushel, . .	48	Oysters,	M.,	350
Barrels, empty, . . .	Barrel, . .	90	Oysters,	Barrel, . .	250
Beef, salt,	Barrel, . .	330	Oil, all kinds, . . .	Barrel, . .	350
Bacon,	Barrel, . .	330	Pork,	Barrel, . .	330
Bacon,	Hogshead, .	1,000	Potatoes,	Bushel, . .	56
Buckwheat,	Bushel, . .	50	Pickets,	M.,	2,500
Butter,	Barrel, . .	330	Posts, fence, . . .	Each,	100
Cement,	Barrel, . .	320	Rye,	Bushel, . .	56
Crackers,	Barrel, . .	80	Rosin,	Barrel, . .	300
Charcoal,	Bushel, . .	25	Rails, fence, . . .	Each,	50
Coke,	Bushel, . .	40	Salt,	Bushel, . .	70
Corn,	Bushel, . .	56	Salt,	Sack,	220
Eggs,	Barrel, . .	190	Shipstuff,	Bushel, . .	35
Flour,	Barrel, . .	216	Sand,	Cubic foot,	100
Feed,	Bushel, . .	35	Sand,	Bushel, . .	80
Fish,	Barrel, . .	350	Seeds,	Bushel, . .	60
Gravel,	Cubic foot,	100	Shingles, long, . .	M.,	2,500
Herrings,	Barrel, . .	260	Shingling lath, . .	M. feet, . .	700
Hides,	Each,	85	Spikes,	Keg,	106
Headings for barrels,	M.,	4,500	Stone, all kinds, rough,	Perch,	3,750
Hoop poles,	M.,	5,600	Stone, dressed, . .	Cubic foot,	180
Ice,	Bushel, . .	80	Stave bolts,	Cord,	3,600
Lard,	Barrel, . .	330	Staves for barrels,	M.,	3,750
Lime,	Bushel, . .	80	Tallow,	Barrel, . .	330
Liquors,	Barrel, . .	350	Tar,	Barrel, . .	300
Lath,	M.,	500	Turpentine,	Barrel, . .	330
Lumber—			Timber,	Cubic foot,	50
W. pine, poplar and			Ties, railroad, . . .	Each,	200
hemlock, dry,	M. feet, . .	2,500	Wood, hickory, . . .	Cord,	4,500
W. pine, poplar, and			Wood, oak,	Cord,	3,700
hemlock, green, . . .	M. feet, . .	3,700	Wood, pine and poplar	Cord,	3,300
Southern pine,	M. feet, . .	4,500	Wheat,	Bushel, . .	60

Shippers of goods or consignors must furnish captains of boats with bills of lading, or correct lists of freight, giving weights upon such articles as are so charged on the toll sheets, and from such lists or bills of lading will the tolls due on merchandise be charged at the collectors' offices. The collectors will compare such lists with the cargo, and if found to be incorrect, collect tolls upon actual amount. Toll upon through boats will be charged at the weight of lading ascertained at Susquehanna weigh lock.

All through boats with full cargoes, and all boats loaded at Columbia for way points, will be entitled to return free of boat tolls and towage. This does not relieve boats from tolls upon such cargo as they may carry.

Maintaining the Canal or Real Estate of the Corporation.

	Maintenance of canal.		Canal improvement.		Total.	
Aqueducts,	\$477	30	.	.	.	.
Bridges,	1,258	57	.	.	.	.
Canal bed and banks,	9,438	10	.	.	.	.
Culverts,	9	86	.	.	.	.
Dams,	1,492	79	.	.	.	.
Dredging and scooping channels, and repair of dredge machines,	4,123	25	.	.	.	.
Freshet work and obstructions,	4,176	78	.	.	.	.
Locks,	5,204	68	.	.	.	.
Lock-houses and sheds,	314	33	.	.	.	.
Lightering and raising sunken boats,	188	97	.	.	.	.
Repair scows and tools,	518	58	.	.	.	.
Superintendence,	2,245	36	.	.	.	.
Waste-weirs,	234	87	.	.	.	.
Totals,	\$29,683	44	.	.	\$29,683	44
Operating the Canal.						
Current expenses,	\$15,949	11	.	.	.	.
Total,	\$15,949	11	.	.	\$15,949	11

RECEIPTS.

From tolls on coal,	\$42,933	72
From tolls on merchandise,	17,050	73
From tolls on miscellaneous,	15	00
Total,	\$59,999	45

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$45,632	55
State taxes,	319	92
Total,	\$45,952	47

Payment for rent, \$243,488 64

STATE OF PENNSYLVANIA, }
 County of Philadelphia, } ss:

Personally appeared before me, E. M. Lewis, F. B. Gowen, S. A. Caldwell, receivers, and S. Bradford, treasurer, of the Philadelphia and Reading Railroad Company, who, being duly sworn or affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and declare them to be full, true, and correct statements of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

EDWIN M. LEWIS,
 F. B. GOWEN,
 S. A. CALDWELL,

Receivers.

S. BRADFORD, *Treasurer.*

Sworn or affirmed and subscribed before me, this 11th day of February, A. D. 1882.

J. Y. HUMPHREY, *Notary Public.*

REPORT

OF THE

Union Canal Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residence.</i>
Grant Weldman, President,	Lebanon, Pa.
George S. Bowman, Secretary and Treasurer, <i>pro tem.</i> ,	Lebanon, Pa.
William Eckenroth, General Superintendent,	Lebanon, Pa.
George W. Heckerman, Division Superintendent,	Hummelstown, Pa.
J. C. Stoudt, Division Superintendent,	Bernville, Pa.
A. J. Wood, Division Superintendent,	Water Works, Lebanon co., Pa.
General office at Lebanon. Pa.	

<i>Names of Directors.</i>	<i>Residences.</i>
Frederick Fraley,	Philadelphia.
Henry L. Gaw,	Philadelphia.
William H. Gatzmer,	Philadelphia.
Charles M. Bayard,	Philadelphia.
Alfred F. Fay,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,907,850	00
Capital stock, amount subscribed,	2,907,850	00
Capital stock paid in by last report,	2,907,850	00
Capital stock, total amount now paid in,	2,907,850	00
Capital stock, number of shares issued,	58,157	
Capital stock, amount paid in on each share,	Paid in full.	
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
First mortgage bonds, (due 1933, bear interest at 6 per cent.,)	\$3,000,000	00
Total amount now of funded debt,	\$3,000,000	00
Floating Debt.		
Unfunded debt, incurred for construction, equipment, or purchase of property, about	\$109,500 00	
The amount now of floating debt,	109,500	00
Total amount now of floating and funded debt,	\$3,109,500	00
Funded debt as per last report,	\$3,000,000 00	
Floating debt as per last report, about	93,000 00	
Total,	\$3,093,000	00

Cost of canal and fixtures, \$5,907,850 00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Middletown to Reading,	77 $\frac{64}{100}$ miles.
Length of main line of canal in Pennsylvania,	77 $\frac{64}{100}$ miles.
Number of branch canals, with length of each, viz: One,	7 miles.
Canals leased by the company,	None.
Width of canal at top water line,	43 feet.
Width of canal on bottom,	28 feet.
Depth of water,	4 $\frac{1}{2}$ feet.
Length and breadth of locks: 17 by 90 in chamber; whole length,	132 feet.
Number of basins,	8
Number of houses,	92
Number of locks: Lift, 88; guard, 3; weigh, 2; total,	93
Tunnels,	1
Number of overflows and waste-ways,	74
Number of lineal feet of overflows and waste-ways,	3,159
Number of bridges,	75
Number of culverts,	36
Number of dams,	16
Number of aqueducts,	16

Number of lineal feet of aqueduct superstructure, . . .	1,215
Number of miles of slack water,	5
Number of boats owned by the company,	None.
Number of boats owned and run by private parties, . . .	36
Average tonnage of boats,	100
Navigation opened,	May 1.
Navigation closed,	December 1.
Feet of lockage on main line of canal,	501
Value of real estate held by the company, exclusive of canal, say,	\$15,000 00
Are locks of wood, cut stone, or composite? Cut stone.	
Give the number of each kind. All cut stone.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal,	1,068.17
Gross amount of tonnage for the year, including branches and leased canals,	23,316.02

The amount of Freight specifying the Quantity in Tons of 2,000 pounds.

	Amount, in tons.
Lumber,	5,756.08
Anthracite coal,	9,943.10
Iron and other ores,	97.09
Lime and limestone,	6,143.07
Agricultural products,	76.14
Manufactures and merchandise,	7.16
Other articles,	1,290.18
Total,	23,316.02

Rate of Toll Charged for the respective Classes per Mile.

For lumber, per ton of 2,000 pounds, average,	5 mills.
Anthracite coal, per ton 2,240 pounds,	6 mills.

Maintaining the Canal or Real Estate of the Corporation.

	Maintenance of canal.	
Aqueducts,	1,120	64
Boats and flats,	43	49
Bridges,	668	47
Canal beds and banks,	2,448	65
Culverts,	176	02
Dams,	1,618	68
Feeders,	1,481	58
Houses and repair shops,	485	27
Insurance,	34	52
Locks,	936	45
Rents,	10	00
Slope and vertical walls,	9	70
Taxes and gross receipts,	55	02
Superintendence,	343	17
Taxes on real estate,	14	40
Tools and tool repairs,	25	18
Waste weirs and sluices,	140	86
Totals,	\$9,611	56
Operating the Canal.		
Collectors and weighmasters,	\$794	96
Secretary and treasurer,	450	00
Pumps and machinery,	2,153	25
Incidentals,	85	00
Coal,	7,436	89
Lock-keepers,	293	00
Office expenses, stationery, and printing,	78	84
Superintendence,	2,227	50
	13,518	94
Total,	\$23,130	50

RECEIPTS.

From tolls on coal,	\$2,610	20
From tolls on lumber,	1,815	08
From tolls on lime and limestone,	660	39
From tolls on miscellaneous freight,	676	31
Boat toll,	223	00
Other sources, rents, &c.,	19,720	94
Total,	\$25,705	92

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	\$23,130	50
For other payments,	2,575	42
Total,	\$25,705	92

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference :

Six per cent.,	\$1,555,050 00
Eight per cent.,	3,200 00
Ten per cent.,	200 00
Amount of common stock now outstanding,	1,352,800 00
Amount of stock issued as fractional,	4,196 26

STATE OF PENNSYLVANIA, } ss:
 County of Lebanon, }

Personally appeared before me, Grant Weidman, president, and George S. Bowman, *pro tem.* treasurer, of the Union Canal Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

GRANT WEIDMAN, *President.*GEO. S. BOWMAN, *Treas. pro tem.*

Sworn and subscribed before me, this 18th day of January, A. D. 1882.

GEO. W. KREIDER, *Justice of the Peace.*

TELEGRAPH REPORTS.



TELEGRAPH COMPANIES.

REPORT

OF THE

*American District Telegraph Company, for the year
ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William J. Phillips, President,	Philadelphia, Pa.
General C. H. T. Collis, Vice President,	Philadelphia, Pa.
Joseph Wood, junior, Secretary and Assistant Treasurer,	Philadelphia, Pa.
M. Richards Mucklé, Treasurer,	Philadelphia, Pa.
Charles L. Chapin, General Superintendent,	Philadelphia, Pa.

General offices at 208 West Washington Square, (South Seventh street.)

<i>Names of Directors.</i>	<i>Residences.</i>
William J. Phillips,	Philadelphia, Pa.
General C. H. T. Collis,	Philadelphia, Pa.
Samuel Hart,	Philadelphia, Pa.
E. W. Andrews,	New York city.
James McManes,	Philadelphia, Pa.
W. H. Woollverton,	Philadelphia, Pa.
M. Richards Mucklé,	Philadelphia, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$400,000	00
Capital stock, amount subscribed,	400,000	00
Capital stock paid in by last report,	400,000	00
Capital stock, total amount now paid in,	400,000	00
Capital stock, number of shares issued,	16,000	
Capital stock, amount paid in on each share,	Full paid.	
Capital stock, par value of each share,	25	00

DEBT.

Funded Debt.		
First mortgage bonds, (due March 1, 1897, bear interest at 6 per cent., which is payable semi-annually,) amount,	\$13,400	00
Total amount now of funded debt,	\$13,400	00
Floating Debt.		
Debt incurred for any other purpose, and for what : Sun- dries,	\$5,200	09
The amount now of floating debt, to be paid during January, 1882,	5,200	09
Total amount now of floating and funded debt,	\$18,600	09
Funded debt as per last report,	\$13,400	00
Floating debt as per last report,	5,200	09

COST OF LINE AND EQUIPMENT.

Construction, including patent rights, franchises, etc.,	\$375,358	56
Equipment,	20,346	35
Total,	\$395,704	91

CHARACTERISTICS OF LINE.

Length of wire in Pennsylvania, consisting of short lines in Philadelphia, about	298 miles.
Number of stations in Pennsylvania,	10 districts.
Number of instruments in use (entire line) : 1,449 district instruments, 181 burglar-alarm instruments, 379 telegraph call instruments, 147 push buttons, 97 Morse registers and instruments,	2,253
Number of poles to the mile,	None used.
Number of persons employed in operating and maintaining line in Pennsylvania : Adults and operators, 74 ; messenger boys, 222 ; total,	296
Number of local messages transmitted during the year, (entire line,)	34,942
Number of messages sent during the year in Pennsylvania, handed to other lines for transmission,	247,006
Number of messages received in Pennsylvania from other lines for delivery,	890,501
Value of real estate held by the company, exclusive of line,	None owned.

Tariff of Rates for Transmission of Messages.

Messages received to be forwarded by other lines to all parts of the world are charged rates established by those lines. Our local tariff for messenger service is based on time, not number of words. Time rates : 10 cents for 15 minutes, 15 cents for 30 minutes, 30 cents for 1 hour.

EXPENSES.

Gross expenses of entire line, 1881, for construction, equipment, and maintenance, \$106,853 80

CASH RECEIPTS.

Gross receipts of entire line, 1881, including amount received for other corporations and individuals as their agent, \$172,648 58

SUMMARY OF PAYMENTS.

For construction of new lines,	\$2,280	14
For purchase of telegraph property,	686	41
For interest,	804	00
For dividends,	16,000	00
For miscellaneous, including payment to other corporations and individuals of amount received, as above noted,	152,762	90
For taxes,	816	71
Total,	\$173,850	18

STOCK AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies :

4th. March 15, 1881, 25 cents per share, \$4,000 00
5th. June 15, 1881, 25 cents per share, 4,000 00
6th. September 15, 1881, 25 cents per share, 4,000 00
7th. December 15, 1881, 25 cents per share, 4,000 00

STATE OF PENNSYLVANIA,)
County of Philadelphia,) ss:

Personally appeared before me, William J. Philips, president, and M. Richards Mucklé, treasurer, of the American District Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

WILLIAM J. PHILIPS, *President.*

M. RICHARDS MUCKLÉ, *Treasurer.*

Sworn and subscribed before me this 2d day of February, A. D. 1882.

A. LUCIUS HENNERSHOTZ, *Notary Public.*

REPORT

OF THE

Atlantic and Ohio Telegraph Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Norvin Green, President,	New York.
Augustus Schell, Vice President,	New York.
Roswell H. Rochester, Secretary and Treasurer,	New York.

General offices at New York city.

<i>Names of Directors.</i>	<i>Residences.</i>
Norvin Green,	New York.
Thomas T. Eckert,	New York.
Augustus Schell,	New York.
Roswell H. Rochester,	New York.
John B. Van Every,	New York.
John E. Zeublin,	Philadelphia.
William Carley,	Philadelphia.
Henry Bentley,	Philadelphia.
Sylvester S. Garwood,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$850,000	00
Capital stock paid in by last report,	650,000	00
Capital stock, total amount now paid in,	650,000	00
Capital stock, number of shares issued, 13,000		
Capital stock, par value of each share,	50	00

COST OF LINE AND EQUIPMENT.

Cannot state, because no account of such cost is now in possession of the company.

CHARACTERISTICS OF LINE.

The lines are leased to the Western Union Telegraph Company, and are so merged with the lines of that company, that it is not practicable to give their characteristics separately. The return of the Western Union Telegraph Company includes all lines leased or owned by it. The length of time for which the lines are leased, (as above stated,) is until terminated by six months' notice at the option of either party.

TARIFF FOR RATES OF TRANSMISSION OF MESSAGES.

Same as those of the Western Union Telegraph Company.

EXPENSES.

Expenses are paid by the Western Union Telegraph Company, lessees, and are included in the return of that company.

RECEIPTS.

Receipts accrue to the Western Union Telegraph Company, lessee, and are included in the return of that company.

SUMMARY OF PAYMENTS.

For dividends, none other than the ten cents paid by Western Union Company.

For taxes paid by lessees.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued : None.

Amount of common stock now outstanding, \$6,500, after deducting from the total capital stock the amount thereof owned by the Western Union Telegraph Company.

Amount of stock issued as stock dividends, and dates of issue : None, since its lease to the Western Union Telegraph Company, April 15, 1864. Whether any prior thereto is not known to the present officers, and the books of the company for such period are not in their possession, or in existence to their knowledge.

Rate and date of all cash dividends on stock of original and consolidated companies : Prior to April 15, 1864, not known for reasons given above. Since April 15, 1864, ten per cent per annum, quarterly, upon outstanding stock, (not belonging to Western Union Telegraph Company,) amounting now to \$6,500.

STATE OF NEW YORK,)
County of New York,) ss :

Personally appeared before me, Norvin Green, president, and R. H. Rochester, treasurer, of the Atlantic and Ohio Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

NORVIN GREEN, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 23d day of February, A. D. 1882.

FRANCIS P. BURKE,

Commissioner for Pennsylvania in New York.

REPORT

OF THE

*Central Pennsylvania Telephone and Supply Company,
for the fifteen months ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
H. R. Rhoads, President,	Williamsport, Pa.
J. E. Wilkinson, Secretary and Treasurer,	Williamsport, Pa.
R. M. Bailey, General Manager,	Milton, Pa.

General offices at Williamsport, Pa.

<i>Names of Directors.</i>	<i>Residences.</i>
H. R. Rhoads,	Williamsport, Pa.
R. M. Bailey,	Milton, Pa.
Charles E. Pugh,	Altoona, Pa.
R. J. C. Walker,	Williamsport, Pa.
Thomas Gucker,	Williamsport, Pa.
C. H. Dougal,	Milton, Pa.
A. D. Hermance,	Williamsport, Pa.
S. S. Blair,	Tyrone, Pa.
J. Chester Wilson,	Altoona, Pa.
W. C. Ward,	Williamsport, Pa.
Robert Neilson,	Williamsport, Pa.
James McConkey,	Williamsport, Pa.
R. P. Allen,	Williamsport, Pa.
W. D. Tyler,	Altoona, Pa.
J. Lewis Hough,	Williamsport, Pa.

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	100,000	00
Capital stock, amount subscribed,	100,000	00
Capital stock, total amount now paid in,	100,000	00
Capital stock, number of shares issued,	1,000	
Capital stock, amount paid in on each share,	100	00
Capital stock, par value of each share,	100	00

COST OF LINE AND EQUIPMENT.

Construction and equipment,	\$83,737	22
---------------------------------------	----------	----

CHARACTERISTICS OF LINE.

Length of main line,	546	miles
Number of stations, (entire line,)	689	
Number of poles to the mile,	25	
Number of persons employed in operating and maintaining line in Pennsylvania: Male, 20; female, 6; total, . . .	26	

	Williamsport, Pa., Telephone Exchange	Danville, Pa., Telephone Exchange.	Huntingdon, Pa., Telephone Exchange.	Bellefonte Telephone Exchange.	Shamokin Telephone Exchange.	Phillipsburg Telephone Exchange.	Clearfield Telephone Exchange.	Altoona Telephone Exchange.	Lock Haven Telephone Exchange.	Millton Telephone Exchange.	Renova Telephone Exchange.	Totals.
Date established,	1878, May 30.	1881, Jan. 5.	1881, April 1.	1879, June 10.	1880, Dec. 1.	1880, Sept. 15.	1881, July 8.	1880, Mar. 10.	1880, March 15.	1880, Dec. 1.	1881, Sept. 17.	
Present population of place,	19,500	8,000	5,000	3,500	8,400	2,500	3,500	21,000	7,000	5,000	3,500	
Number of circuits carrying one subscriber, . .	52	12	4	9	9	31	8	20	12	15	2	174
Number of circuits carrying two subscribers, .	53	3	14	5	1	12	2	13	3	8	3	117
Number of circuits carrying over two subscribers,	13	2	7	5	2	9	2	14	5	6	1	93
Total number of circuits,	120	17	25	19	12	52	12	47	20	29	6	359
Miles of wires on poles, (approximately,) . .	140	27	47	33	26	71	15	79	20	70	5	538
Miles of wire on buildings, (approximately,) .	5	..	..	2	..	1	..	..	..	..	..	8
Total miles of wire, (approximately,)	145	27	47	40	26	72	15	79	20	70	5	546
Number of branch offices, . . . . .	..	..	..	..	..	2	..	1	..	1	..	4
Number of trunk lines from central to branch office, . . . . .	..	..	..	..	..	1	..	1	..	1	..	
Number of conversations between subscribers per month,	25,000	5,000	8,000	8,000	5,000	20,000	5,000	25,000	5,000	10,000	1,000	
Number of operators employed in central office,	3	1	1	2	1	3	1	3	2	3	..	21
Style of central office, system, and apparatus, {	Jones' board.	Williams' board.	Williams' board.	Williams' board.	Williams' board.	Williams' board.	Williams' board.	Jones' board.	Williams' board.	Williams' board.	Gilleland board.	
Number of subscribers to exchange,	228	25	42	42	21	88	22	88	32	62	11	639

PRESENT ESTABLISHED RATES.

Rate for a telephone, private residence, per month,	\$2	25
Rate for a telephone and a transmitter, private residence, per month,	3	00
Rate for a telephone, business house, per month,	3	25
Rate for a telephone and a transmitter, business house, per month,	4	00

EXPENSES.

Gross expenses of entire line, \$16,541 74

RECEIPTS.

Gross receipts of entire line, \$26,180 51

SUMMARY OF PAYMENTS.

For dividends,	\$10,000	00
For taxes,	566	70

STOCK AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies : Ten per cent., October 19, 1881.

STATE OF PENNSYLVANIA, }
County of Lycoming, } ss :

Personally appeared before me, H. R. Rhoads, president, and J. E. Wilkinson, treasurer, of the Central Pennsylvania Telephone and Supply Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company for the fifteen months ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

H. R. RHOADS, *President.*

J. E. WILKINSON, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1882.

H. E. TAYLOR, *Notary Public.*

R E P O R T

OF THE

*Pacific and Atlantic Telegraph Company, for the year
ending December 31, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Novin Green, President,	New York.
Augustus Schell, Vice President,	New York.
Roswell H. Rochester, Secretary and Treasurer,	New York.

<i>Names of Directors.</i>	<i>Residences.</i>
Augustus Schell,	New York.
Henry Bentley,	Philadelphia.
John E. Zeublin,	Philadelphia.
John W. Kirk,	New York.
Roswell H. Rochester,	New York.
Sylvester S. Garwood,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$2,000,000	00
Capital stock paid in by last report,	2,000,000	00
Capital stock, total amount now paid in,	2,000,000	00
Capital stock, number of shares issued,	80,000	00
Capital stock, par value of each share,	25	00

CHARACTERISTICS OF LINE.

The lines are leased to the Western Union Telegraph Company, and are so merged with the lines of that company, that it is not practicable to give their characteristics separately. The returns of the Western Union Telegraph Company include all lines leased or owned by it. The length of time for which the lines are leased, (as above stated,) is nine hundred and ninety-nine years, from January 1, 1874.

TARIFF OF RATES FOR TRANSPORTATION OF MESSAGES.

Same as those of the Western Union Telegraph Company.

EXPENSES.

Gross expenses of entire line are paid by the Western Union Telegraph Company, lessees, and are included in the return of that company.

RECEIPTS.

Gross receipts of entire line accrue to the Western Union Telegraph Company, lessees, and are included in the return of that company.

SUMMARY OF PAYMENTS.

Taxes paid by lessees.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued :
None.

Amount of common stock now outstanding, \$2,000,000 00

Amount of stock issued as stock dividends, and dates of issue : None.

Rate and date of all cash dividends on stock of original and consolidated companies : December 1, 1866, $3\frac{1}{2}$ per cent.; April 1, 1867, July 1, 1867, October 1, 1867, January 1, 1868, April 1, 1868, July 1, 1868, October 1, 1868, January 1, 1869, April 1, 1869, July 1, 1869, October 1, 1869, $2\frac{1}{2}$ per cent. each.

STATE OF NEW YORK,)
County of New York,) ss :

Personally appeared before me, Norvin Green, president, and Roswell H. Rochester, treasurer, of the Pacific and Atlantic Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

NORVIN GREEN, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 23d day of February, A. D. 1881.

FRANCIS P. BURKE,

Commissioner for Pennsylvania in New York.

REPORT

OF THE

*Philadelphia Local Telegraph Company, for the year
ending February 28, 1881.*

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Henry Bentley, President,	—
William P. Wheatland, Secretary and Treasurer,	—
Samuel M. Plush, General Superintendent,	—

*Names of Directors.**Residences.*

Henry Bentley,	Philadelphia.
Tracy R. Edson,	New York.
Norvin Green,	New York.
George Walker,	New York.
James Merrihew,	Philadelphia.
William P. Wheatland,	Philadelphia.
Sylvester S. Garwood,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law, original charter,	\$25,000	00
Capital stock authorized by votes of company, increase under charter,	875,000	00
Capital stock, amount subscribed,	400,000	00
Capital stock paid in by last report,	400,000	00
Capital stock, total amount now paid in,	400,000	00
Capital stock, number of shares issued, 16,000		
Capital stock paid in on each share,	25	00
Capital stock, par value of each share,	25	00

COST OF LINE AND EQUIPMENT.

Construction: Cost of lines to present company represented by its capital stock,	\$400,000	00
Total,	\$400,000	00

CHARACTERISTICS OF LINE.

All local lines extending only from one part of the city to another.

Length of wire, (entire wire,) about	265 miles.
Number of stations, (entire line,)	99
Number of stations in Pennsylvania,	99
Number of instruments in use, (entire line,)	384
Number of instruments in use in Pennsylvania,	384
Number of poles to the mile,	40
Number of persons employed in operating and maintaining the line: Male, 60 to 70; female, 25 to 30; total,	85 to 100
Number of persons employed in operating and maintaining line in Pennsylvania: Male, 60 to 70; female, 25 to 30; total,	85 to 100
Number of messages sent during the year, (entire line,) about	390,000
Number of messages received, (entire line,) about	412,000
A large number of these telegrams are sent and received at reduced rates under arrangements with manufacturers, &c., &c.	
Value of real estate owned by the company, exclusive of line,	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under : Rates for ten words, 15 and 20 cents ; each additional word, 1 and 2 cents.

We have no wire of greater length than twelve miles.

EXPENSES.

Gross expenses of entire line, \$170,635 32

RECEIPTS.

Gross receipts of entire line, \$197,664 58

SUMMARY OF PAYMENTS.

For construction of new lines,	\$5,772	67
For purchase of telegraph property,	6,152	00
For dividends,	18,000	00
For miscellaneous,	164,283	31
For taxes,	2,678	07
For surplus fund,	778	53
Total,	\$197,664	58
Total amount of surplus fund,	\$778	53

STOCKS AND DIVIDENDS.

Amount of common stock now outstanding, \$400,000 00

Rate and date of all cash dividends on stock of original and consolidated companies : August 31, 1880, 1½ per cent. ; February 28, 1881, 3 per cent.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Henry Bentley, president, and William P. Wheatland, secretary and treasurer, of the Philadelphia Local Telegraph Company, who, being duly affirmed, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending February 28, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

HENRY BENTLEY, *President.*

W. P. WHEATLAND, *Treasurer.*

Affirmed and subscribed before me this 3d day of January, A. D. 1882.

J. PAUL DIVER, *Notary Public.*

REPORT

OF THE

Philadelphia, Reading and Pottsville Telegraph Company, for the year ending November 30, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Franklin B. Gowen, President,	Philadelphia.
Howard Hancock, Secretary,	Philadelphia.
John Welch, Treasurer,	Philadelphia.
Oscar W. Stager, Superintendent,	Reading.

General offices at 227 South Fourth street, Philadelphia.

<i>Names of Directors.</i>	<i>Residences.</i>
H. Pratt McKean,	Philadelphia.
J. B. Lippincott,	Philadelphia.
John Ashhurst,	Philadelphia.
G. A. Nicolls,	Reading.

CAPITAL STOCK.

Capital stock authorized by law,	\$50,000	00
Capital stock authorized by votes of company,	20,000	00
Capital stock, amount subscribed,	20,000	00
Capital stock paid in by last report,	20,000	00
Capital stock, total amount now paid in,	20,000	00
Capital stock, number of shares issued, 400		
Capital stock, amount paid in on each share,	50	00
Capital stock, par value of each share,	50	00

DEBT.

Funded Debt.		
Debenture bonds, (due December 1, 1917, bear interest at 6 per cent., which is payable June and December,) amount,	\$200,000	00
Funded debt as per last report, \$200,000 00		

COST OF LINE AND EQUIPMENT.

Construction,	\$181,325	55
Equipment,	57,792	85
Total,	\$239,118	40

CHARACTERISTICS OF LINE.

Length of main line, from Philadelphia to Pottsville, . . .	101 miles.
Length of main lines in Pennsylvania,	827 miles.
Length of submarine cables, (entire line,)	500 feet.
Length of submarine cables in Pennsylvania: All in Pennsylvania.	
Length of wire, (entire line,)	2,514 miles.
Length of wire in Pennsylvania: All in Pennsylvania.	
Number of stations, (entire line,)	350
Number of stations in Pennsylvania: All in Pennsylvania.	
Number of instruments in use, (entire line,)	708
Number of instruments in use in Pennsylvania: All in Pennsylvania.	
Number of poles to the mile,	31 to 37
Number of persons employed in operating and maintaining the line: Male, 593; female, 3; total,	596
Number of persons employed in operating and maintaining line in Pennsylvania: All in Pennsylvania.	
Number of messages sent during the year, (entire line,)	244,436
Number of messages sent during the year in Pennsylvania: All in Pennsylvania.	
Number of messages received, (entire line,)	244,436
Number of messages received in Pennsylvania: All in Pennsylvania.	
Value of real estate owned by the company, exclusive of line,	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under,	15, 20, and 25 cents.	1 and 2 cents.
For one hundred miles and under two hundred miles,	25 cents.	2 cents.
For two hundred miles and under three hundred miles,	25 cents.	2 cents.

EXPENSES.

Gross expenses of entire line,	\$53,615 30
--	-------------

RECEIPTS.

Gross receipts of entire line,	\$85,906 30
--	-------------

SUMMARY OF PAYMNETS.

For construction of new lines,	\$3,965	72
For maintenance of repair,	9,237	75
For wages of repairmen,	7,868	02
For salaries,	23,899	31
For interest on bonded debt,	12,000	00
For miscellaneous,	6,986	87
Taxes,	683	85
Total,	\$69,581	02

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, \$20,000 00

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss :

Personally appeared before me, Franklin B. Gowen, president, and John Welch, treasurer, of the Philadelphia, Reading and Pottsville Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed) F. B. GOWEN, *President.*
JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this 25th day of January, A. D. 1882.
J. Y. HUMPHREY, *Notary Public.*

R E P O R T

OF THE

Rockhill Telegraph Company, for the year ending November 30, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
William A. Ingham, President,	Philadelphia.
William Boyd Jacobs, Secretary and Treasurer,	Philadelphia.
A. W. Sims, General Manager and General Superintendent,	Orbisonia Pa.

*Names of Directors.**Residences.*

William A. Ingham,	Philadelphia.
Ario Pardee,	Hasleton, Pa.
Edward Roberts, junior,	Philadelphia.
George B. Markle,	Philadelphia.
Perdval Roberts,	Philadelphia.

CAPITAL STOCK.

Capital stock authorized by law,	\$3,000	00
Capital stock authorized by votes of company,	3,000	00
Capital stock, amount subscribed,	3,000	00
Capital stock paid in by last report,	300	00
Capital stock, total amount now paid in,	300	00
Capital stock, amount paid in on each share,	5	00
Capital stock, par value of each share,	50	00

DEBT.

Floating Debt.			
Unfunded debt, incurred for construction, equipment, or purchase of property,	\$4,220	13	
The amount now of floating debt,	\$4,220	13	
Total cash realized from capital stock and debt,	\$4,220	13	

CHARACTERISTICS OF LINE.

Length of main line, from Mount Union to Robertsdale, .	30 miles.
Length of main line in Pennsylvania,	30 miles.
Length of wire, (entire line,)	30 miles.
Length of wire in Pennsylvania,	30 miles.
Number of stations, (entire line,)	5
Number of stations in Pennsylvania,	5
Number of instruments in use, (entire line,)	5
Number of instruments in use in Pennsylvania,	5
Number of poles to the mile,	33
Number of persons employed in operating and maintaining the line, male,	5
Number of persons employed in operating and maintaining line in Pennsylvania, male,	5
Number of messages sent during the year, (entire line,) .	527
Number of messages sent during the year in Pennsylvania, .	527
Number of messages received, (entire line,)	527
Number of messages received in Pennsylvania,	527

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under, . .	25 cents.	2 cents.

EXPENSES.

Expenses paid by East Broad Top Railroad and Coal Company, and included in their report.

RECEIPTS.

Receipts received by East Broad Top Railroad and Coal Company, and included in their report.

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,	None.
Amount of common stock now outstanding: 60 shares, on which \$5 per share has been paid,	\$300 00
Amount of stock issued as stock dividends, and dates of issue,	None.
Rate and date of all cash dividends on stock of original and consolidated companies,	None.

STATE OF PENNSYLVANIA, }
County of Philadelphia, } ss:

Personally appeared before me, William A. Ingham, president, and William Boyd Jacobs, treasurer, of the Rockhill Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending November 30, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

WM. A. INGHAM, *President.*

WM. BOYD JACOBS, *Treasurer.*

Sworn and subscribed before me, this 30th day of January, A. D. 1882.

WM. HENRY PATTERSON, *Notary Public.*

REPORT

OF THE

Western Union Telegraph Company, for the year ending December 31, 1881.

OFFICERS.

<i>Names.</i>	<i>Residences.</i>
Norvin Green, President,	New York.
Thomas T. Eckert, Vice President,	New York.
Augustus Schell, Vice President,	New York.
Harrison Durkee, Vice President,	New York.
John Van Horne, Vice President,	New York.
A. R. Brewer, Secretary,	New York.
R. H. Rochester, Treasurer,	New York.
Thomas T. Eckert, General Manager,	New York.
R. C. Clowry, General Superintendent,	Chicago, Ill.
G. W. Trabue, General Superintendent,	Nashville, Tenn.

General offices at New York city.

<i>Names of Directors.</i>	<i>Residences.</i>
Norvin Green,	New York.
Thomas T. Eckert,	New York.
Edwin D. Morgan,	New York.
John Van Horne,	New York.
Augustus Schell,	New York.
Harrison Durkee,	New York.
Jay Gould,	New York.
Russell Sage,	New York.
Alonzo B. Cornell,	New York.
Sidney Dillon,	New York.
Cyrus W. Field,	New York.
Edwards S. Sandford,	New York.
James H. Banker,	New York.
Moses Taylor,	New York.
Robert Lenox Kennedy,	New York.
Hugh J. Jewett,	New York.
J. Pierpont Morgan,	New York.
Frederick L. Ames,	Boston, Mass.
Edwin D. Worcester,	New York.
William D. Bishop,	New Haven, Conn.
C. P. Huntingdon,	New York.
George B. Roberts,	Philadelphia, Pa.
Zalmon G. Simmons,	Kenosha, Wis.
Samuel Sloan,	New York.
Erastus Wiman,	New York.
Amasa Stone,	Cleveland, Ohio.
George J. Gould,	New York.
Chauncey M. Depew,	New York.
James W. Clendenin,	New York.

CAPITAL STOCK.

Capital stock authorized by law,	\$80,000,000	00
Capital stock authorized by votes of company,	80,000,000	00
Capital stock, number of shares issued, 800,000		
Capital stock, par value of each share,	100	00

DEBT.

Funded Debt.		
Bonds, (due March 1, 1900, bear interest at 6 per cent., which is payable March 1, and September 1.) amount,	\$951,102	00
Bonds (due May 1, 1900, bear interest at 7 per cent., which is payable May 1, and November 1.) amount,	3,920,000	00
Bonds (due May 1, 1902, bear interest at 7 per cent., which is payable May 1, and November 1.) amount,	1,373,000	00
Total amount now of funded debt,	\$6,244,102	00
Funded debt as per last report, \$6,254,308 00		
Total capital stock and debt,	\$66,244,102	00

COST OF LINE AND EQUIPMENT.

So great a quantity of this property having been acquired by absorption of, or consolidation with other companies whose books and records are not in our possession or in existence to our knowledge, the cost cannot now be stated.

CHARACTERISTICS OF LINE.*

Length of main line, about	111,000 miles.
Length of main line in Pennsylvania, about	7,000 miles.
Length of submarine cables, (entire line,) about	175 miles.
Length of submarine cables in Pennsylvania, about	2 miles.
Length of wire, (entire line,) about	335,000 miles.
Length of wire in Pennsylvania, about	25,000 miles.
Number of stations, (entire line,) about,	11,000
Number of stations in Pennsylvania, about	1,100
Number of instruments in use, (entire line,) about	20,000
Number of instruments in use in Pennsylvania: Have no record by States.	
Number of poles to the mile,	from 20 to 40
Number of persons employed in operating and maintaining the line: Have no record by sexes, about	15,000
Number of persons employed in operating and maintaining the line in Pennsylvania: Have no record by sexes, about	1,350
Number of messages sent during the year, (entire line,) about	35,000,000
Number of messages sent during the year in Pennsylvania: Have no record by States.	

* Stated approximately, (inclusive of all leased lines.)

Number of messages received, (entire line,) Same as sent

Number of messages received in Pennsylvania: Have no record by States.

Cost of real estate owned by the company, exclusive of line, \$2,829,099 43

Cost of real estate owned by the company in Pennsylvania, 32,688 61

Tariff of Rates for Transmission of Messages in the State of Pennsylvania.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For 100 miles, or under,	10 to 40 cents.	1 to 3 cents.
For 100 miles, and under 200 miles,		
For 200 miles, and under 300 miles,		
For 300 miles, and under 400 miles,		
For 400 miles, and under 500 miles,		

EXPENSES.

Gross expenses of entire line, \$9,489,269 05

Gross expenses in Pennsylvania: Have no accounts by States.

RECEIPTS.

Gross receipts of entire line, \$16,868,396 24

Gross receipts in Pennsylvania: Have no accounts by States.

SUMMARY OF PAYMENTS.

For construction of new lines,	\$480,750	27
For purchase of telegraph property,	728,255	35
For purchase of real estate,	16,909	60
For interest,	427,168	30
For dividends,	4,799,050	20
For sinking funds,	40,005	35
For taxes, (\$176,396 29, included in expenses above.)		
For surplus fund,	886,988	12
Total,	\$7,579,137	19
Total amount of surplus fund, or surplus of income account,	\$2,169,314	42

STOCK AND DIVIDENDS.

Amount of preferred stock, and rate of preference, and for what issued,

None.

Amount of common stock now outstanding, \$80,000,000 00

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Company treats its business as if its organization had been effected July 1, 1866, the date of the completion of what was at that time the most important consolidations, since when its capital stock has been increased, mostly during the year 1881, to eighty millions dollars, for acquisition of stocks of other telegraph companies, and of other properties.

Rate and date of all cash dividends on stock of original and consolidated companies, since July 1, 1866, as follows : July 16, 1866 ; January 21, 1867 ; July 20, 1867 ; July 20, 1868 ; January 20, 1869 ; July 20, 1869 ; January 20, 1870 ; July 15, 1874 ; October 15, 1874 ; January 15, 1875 ; April 15, 1875 ; July 15, 1875 ; October 15, 1875 ; January 15, 1876, $2\frac{1}{2}$ per cent. each.

July 15, 1876 ; October 15, 1876 ; January 15, 1877 ; April 14, 1877 ; July 14, 1877 ; October 15, 1877 ; January 15, 1878 ; April 15, 1878 ; July 15, 1878 ; October 15, 1878 ; January 15, 1879 ; April 15, 1879, $1\frac{1}{2}$ per cent. each.

July 15, 1879 ; October 15, 1879, $1\frac{3}{4}$ per cent. each.

January 15, 1880, $2\frac{3}{4}$ per cent.

April 15, 1880 ; July 15, 1880 ; October 15, 1880, $1\frac{3}{4}$ per cent. each.

January 15, 1881 ; April 15, 1881 ; July 15, 1881 ; October 15, 1881, $1\frac{1}{2}$ per cent each.

STATE OF NEW YORK, }
County of New York, } ss:

Personally appeared before me, Norvin Green, president, and R. H. Rochester, treasurer, of the Western Union Telegraph Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending December 31, A. D. 1881, according to the best of their knowledge and belief.

(Signed)

NORVIN GREEN, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 27th day of March, A. D. 1882.

FRANCIS P. BURKE,

Commissioner for Pennsylvania in New York.



INDEX.

	PAGE.
Communication to General Assembly,	i
Tabulated results, compiled from reports of companies,	iii

Railroad Companies :

Table A.—Stock and debt,	iv
Table B.—Cost of road and equipment,	xv
Table C.—Characteristics of road,	xx
Table D.—Doings of the year in transportation and total miles run,	xxvi
Table E.—The amount of freight carried,	xxix
Table F.—Receipts,	xxxv
Table G.—Expenses,	xxxviii
Table H.—Accidents,	xlii
Comparative statement of capital stock paid in for five years,	xliv
Comparative statement of funded and floating debt for five years,	xlix
Comparative statement of cost of road and equipment for five years,	liv
Comparative statement of passengers carried for five years,	lix
Comparative statement of tonnage for five years,	lxii
Comparative statement of receipts for five years,	lxv
Comparative statement of expenses for five years,	lxx
Comparative statement of accidents for five years,	lxiii

Passenger Railway Companies :

Table A.—Stock and debt,	lxxviii
Table B.—Cost and characteristics of road,	lxxx
Table C.—Transportation of passengers and expenses,	lxxxii
Table D.—Receipts,	lxxxiv
Table E.—Accidents,	lxxxvi
Comparative statement for five years—Capital stock paid in,	lxxxvii
Comparative statement for five years—Amount of funded and floating debt,	lxxxix
Comparative statement for five years—Interest on funded debt, and cash or stock dividends declared,	xci
Comparative statement for five years—Cost of road and equipment,	xciii
Comparative statement for five years—Number of passengers, all classes, carried in cars,	xcv
Comparative statement for five years—Expenses,	xcvii
Comparative statement for five years—Receipts,	xcix
Comparative statement for five years—Accidents,	ci

Canal and Navigation Companies :

Table A.—Stock and debt,	civ
Table B.—Characteristics of canal,	cv
Table C.—Tonnage, expenses, and receipts,	cvi

	PAGE.
Table D.—The amount of freight carried,	cxvii
Comparative statement for five years—Amount of capital stock paid in, . . .	cxviii
Comparative statement for five years—Amount of funded and floating debt, .	cxviii
Comparative statement for five years—Cost of canal and fixtures,	cix
Comparative statement for five years—Gross amount of tonnage,	cix
Comparative statement for five years—Expenses maintaining and operating the canal,	cx
Comparative statement for five years—Receipts,	cx

Telegraph Companies :

Table A.—Stock and debt,	cxlii
Table B.—Characteristics of line,	cxliii
Table C.—Expenses and receipts,	cxiv
Comparative statement of capital stock paid in for five years,	cxv
Comparative statement of funded and floating debt for five years,	cxv
Comparative statement of messages received in Pennsylvania for five years, .	cxvi
Comparative statement of messages sent in Pennsylvania for five years, . . .	cxvi
Comparative statement of gross receipts in Pennsylvania for five years, . . .	cxvii
Comparative statement of gross expenses in Pennsylvania for five years, . . .	cxvii

Reports of Railroad Companies :

Allegheny Valley,	3
Allentown,	12
Bachman Valley,	15
Bald Eagle Valley,	20
Baltimore and Cumberland Valley,	23
Baltimore and Cumberland Valley Extension,	28
Bangor and Portland,	30
Barclay Coal, (lessor,)	37
Barclay Coal, (lessee,)	39
Bedford and Bridgeport,	45
Bell's Gap,	48
Berlin,	55
Berlin Branch,	60
Bethlehem and Belvidere,	65
Bradford,	938
Bradford, Bordell and Kinzua,	66
Bradford, Bordell and Smethport,	75
Bradford, Richburg and Cuba,	78
Bradford, Eldred and Cuba,	944
Bran ty Camp,	81
Brownsville and New Haven,	83
Buffalo, Bradford and Pittsburgh,	84
Buffalo, New York and Philadelphia,	89
Buffalo, Pittsburgh and Western,	97
Catawissa,	107
Catasauqua and Fogelsville,	109
Chartiers, (lessor,)	116
Chartiers, (lessee,)	119
Chester and Delaware River,	125
Chester Creek,	127
Chester Valley,	130
Chestnut Hill,	133
Cleveland and Pittsburgh, (lessor,)	134
Cleveland and Pittsburgh, (lessee,)	137

	PAGE.
Colebrookdale,	146
Columbia and Port Deposit,	149
Connecting,	151
Corning, Cowanesque and Antrim, (lessor,)	154
Corning, Cowanesque and Antrim, (lessee,)	157
Cornwall,	163
Cumberland Valley,	169
Danville and Riverside,	177
Danville and Shamokin,	178
Delaware and Hudson,	180
Delaware, Lackawanna and Western,	189
Delaware River and Lancaster,	200
Delaware Western,	202
Dillsburg and Mechanicsburg,	209
Dunkirk, Allegheny Valley and Pittsburgh,	213
East Brandywine and Waynesburg,	222
East Broad Top,	225
East Mahanoy,	233
East Pennsylvania,	237
Ebensburg and Cresson,	238
Edgewood,	240
Elmira and Williamsport, (lessor,)	243
Elmira and Williamsport, (lessee,)	246
Emlenton, Shippenville and Clarion,	253
Erie and Pittsburgh, (lessor,)	259
Erie and Pittsburgh, (lessee,)	261
Evergreen,	269
Fayette County,	274
Foxburg, St. Petersburg and Clarion,	277
Frankford and Holmesburg,	283
Greenlick Narrow Gauge,	285
Hanover and York,	291
Hanover Junction, Hanover and Gettysburg,	293
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	301
Harrisburg and Potomac,	304
Huntingdon and Broad Top Mountain,	310
Ironton,	319
Jamestown and Franklin,	326
Jefferson,	331
Jersey Shore, Pine Creek and Buffalo,	336
Junction,	337
Karns City and Butler,	343
Kendall and Eldred,	349
Keystone,	355
Kinzua,	358
Lake Shore and Michigan Southern,	364
Lancaster and Reading Narrow Gauge,	375
Lawrence, (lessor,)	377
Lawrence, (lessee,)	379
Lehigh and Lackawanna,	386
Lehigh and Susquehanna,	391
Lehigh Valley,	400
Lewisburg and Tyrone,	409
Ligonier Valley,	411
Little Saw-Mill Run,	418
Little Schuylkill Navigation,	425

	PAGE.
Littlestown,	428
Lock Haven and Clearfield,	433
Lykens Valley, (lessor,)	434
Lykens Valley, (lessee,)	437
Maryland and Delaware River,	444
McKean and Buffalo,	445
Meadville, (lessor,)	451
Meadville, (lessee,)	453
Mifflin and Centre County,	458
Mill Creek and Mine Hill,	461
Mine Hill and Schuylkill Haven,	463
Monongahela Incline Plane,	466
Mont Alto,	470
Montrose,	476
Moshannon and Clearfield,	483
Mount Carbon and Port Carbon,	485
Mount Oliver Inclined,	487
Mount Pleasant and Broadford,	492
Muncy Creek,	493
Nesquehoning Valley,	498
New Castle,	501
New Castle and Beaver Valley, (lessor,)	503
New Castle and Beaver Valley, (lessee,)	505
New Castle and Oil City,	512
Newry,	521
New York, Chicago and St. Louis,	525
New York, Lake Erie and Western,	527
New York, Lake Erie and Western Coal,	544
New York, Pennsylvania and Ohio,	545
New York, Ridgway and Pittsburgh,	556
North-East Pennsylvania,	567
Northern Central,	563
North Pennsylvania,	573
Oil City and Ridgeway,	577
Olean, Bradford and Warren,	581
Parker and Karns City,	588
Peach Bottom,	594
Pennsylvania,	600
Pennsylvania and New York,	612
Pennsylvania and Western,	619
Pennsylvania Coal,	620
Pennsylvania Company,	627
People's,	630
Perkiomen,	634
Philadelphia and Baltimore Central,	641
Philadelphia and Chester County,	648
Philadelphia and Erie,	650
Philadelphia and Merion,	657
Philadelphia and Reading,	658
Philadelphia and Trenton,	677
Philadelphia, Germantown and Norristown,	684
Philadelphia, Newtown and New York,	688
Philadelphia, Wilmington and Baltimore,	693
Pickering Valley,	704
Pittsburgh and Castle Shannon,	707
Pittsburgh and Connellsville,	714

	PAGE.
Pittsburgh and Lake Erie,	725
Pittsburgh and Western,	734
Pittsburgh, Bradford and Buffalo,	737
Pittsburgh, Buffalo and Rochester,	744
Pittsburgh, Cincinnati and St. Louis,	746
Pittsburgh, Fort Wayne and Chicago, (lessor,)	758
Pittsburgh, Fort Wayne and Chicago, (lessee,)	760
Pittsburgh Southern,	770
Pittsburgh, Virginia and Charleston,	777
Plymouth,	779
Point Breeze,	782
Pomeroy and State Line,	783
Reading and Columbia,	785
River Front,	792
Salisbury,	795
Schuylkill Valley Navigation,	801
Shamokin Valley and Pottsville, (lessor,)	804
Shamokin Valley and Pottsville, (lessee,)	807
Sharon,	813
Sharpsville,	816
Shenango and Allegheny,	823
Slate Ridge and Delta,	830
Somerset and Cambria,	832
South Mountain,	839
South Pennsylvania,	846
South Pennsylvania Railway and Mining,	847
South-West Pennsylvania,	852
State Line and Sullivan,	856
Stony Creek,	862
Sunbury and Lewistown,	868
Sunbury, Hazleton and Wilkes-Barre,	870
Susquehanna and Clearfield,	873
Susquehanna and Delaware River,	874
Tioga,	876
Tresckow,	885
Tyrone and Clearfield,	887
Waynesburg and Washington,	890
West Chester,	898
West Chester and Philadelphia,	900
West Chester and Phoenixville,	908
Western Maryland,	911
Western Pennsylvania,	919
Wheeling, Pittsburgh and Baltimore,	923
Wilmington and Northern,	928
Wind Gap and Delaware,	936

Reports of Passenger Railway Companies :

Allentown,	957
Bradford and Kendall,	961
Citizen's, (Philadelphia,)	964
Citizen's, (Pittsburgh,)	968
Central,	973
Coalville,	977
Continental,	980
Easton and South Easton,	982
Empire,	986

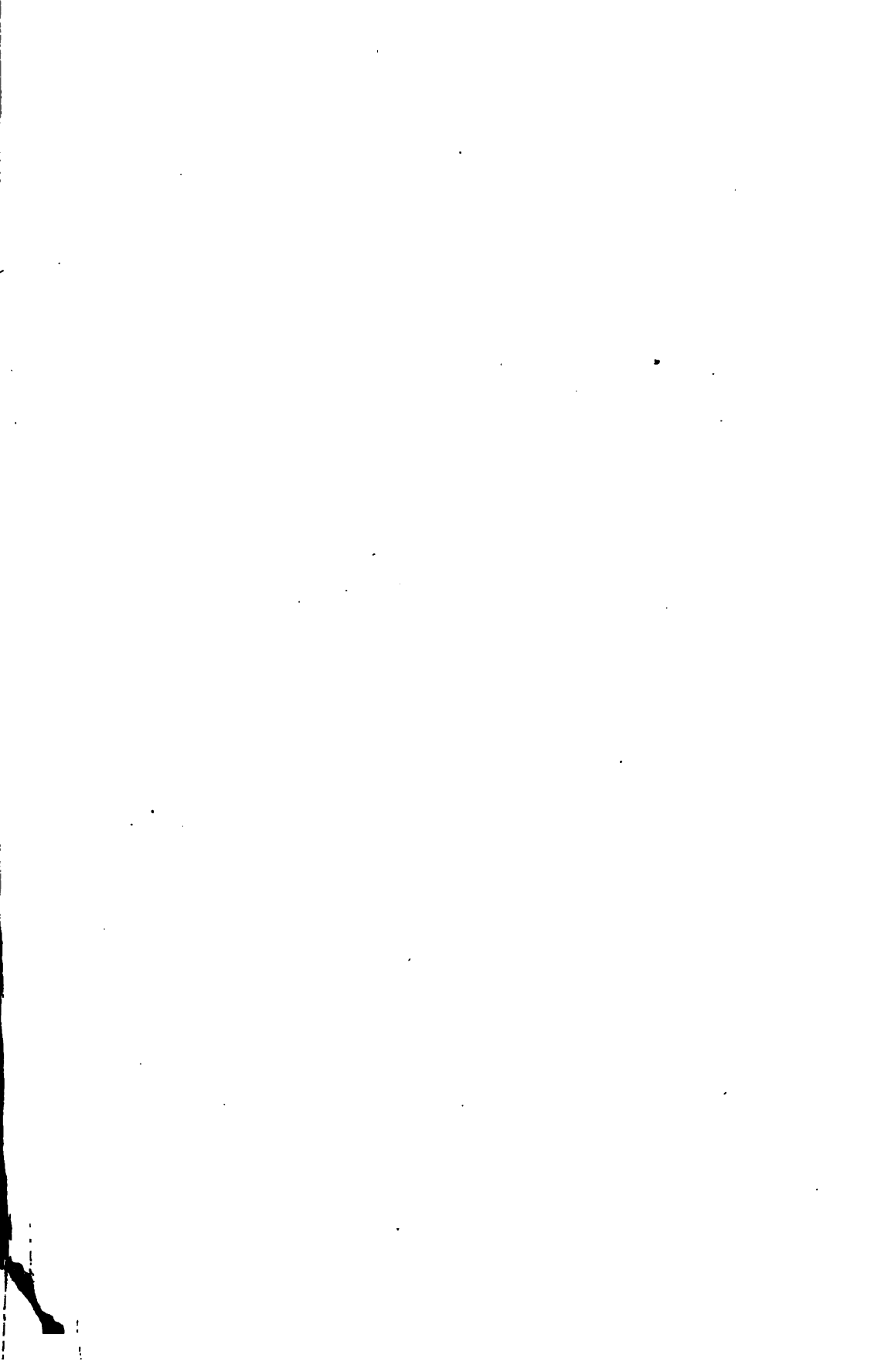
	PAGE.
Erie City,	988
Federal Street and Pleasant Valley,	992
Frankford and Southwark,	996
Germantown,	1001
Greene and Coates Streets,	1005
Harrisburg City,	1009
Hestonville, Mantua and Fairmount,	1013
Lombard and South Street,	1018
People's, (Philadelphia,)	1023
People's, (Scranton,)	1028
Perkiomen Avenue,	1032
Philadelphia and Darby,	1036
Philadelphia and Gray's Ferry,	1038
Philadelphia City,	1042
Pittsburgh, Allegheny and Manchester,	1046
Pittsburgh and Birmingham,	1051
Pittsburgh and West End,	1055
Pittsburgh, Oakland and East Liberty,	1060
Pittston,	1064
Reading City,	1068
Ridge Avenue,	1073
Schuylkill River,	1077
Second and Third Streets,	1079
Seventeenth and Nineteenth Streets,	1083
South-Side,	1085
Stroudsburg, (lessor,)	1089
Stroudsburg, (lessee,)	1091
Thirteenth and Fifteenth Streets,	1094
Union,	1098
West Philadelphia,	1104
Wilkes-Barre and Kingston,	1108
Williamsport,	1112

Reports of Canal Companies :

Delaware and Hudson,	1119
Delaware Division,	1123
Lehigh Coal and Navigation,	1126
Monongahela Navigation,	1130
Pennsylvania,	1138
Schuylkill, (lessor,)	1145
Schuylkill, (lessee,)	1148
Susquehanna, (lessor,)	1153
Susquehanna, (lessee,)	1155
Union,	1160

Reports of Telegraph Companies :

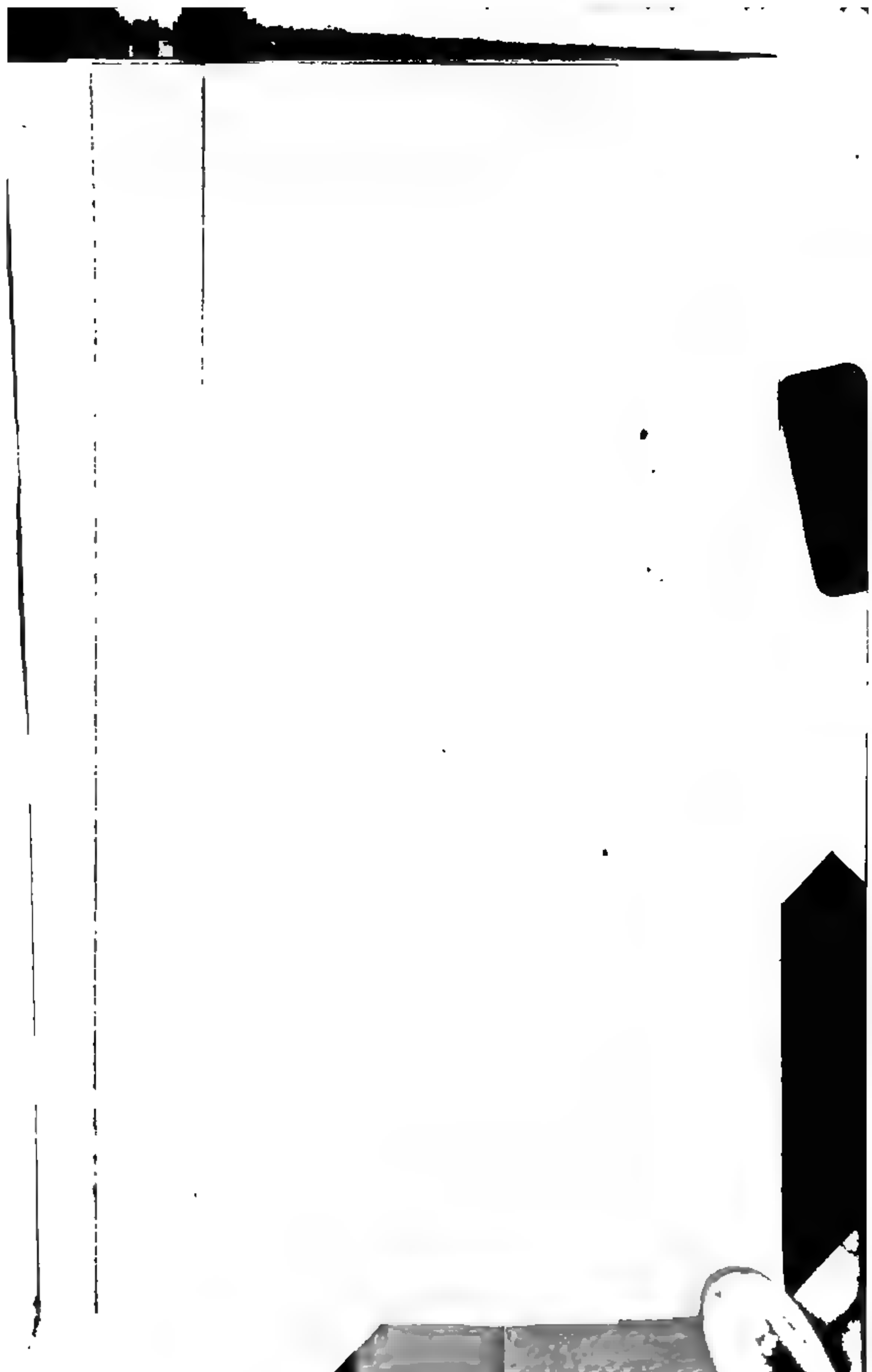
American District,	1167
Atlantic and Ohio,	1170
Central Pennsylvania Telephone and Supply,	1172
Pacific and Atlantic,	1175
Philadelphia Local,	1178
Philadelphia, Reading and Pottsville,	1179
Rockhill,	1181
Western Union,	1184



STANFORD UNIVERSITY LIBRARY

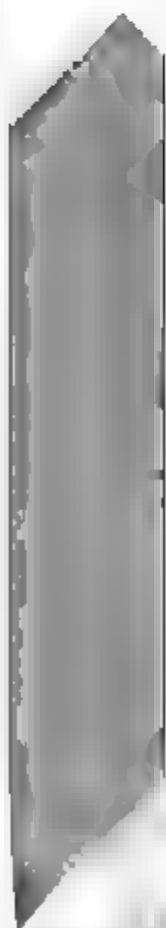
To avoid fine, this book should be returned on
or before the date last stamped below.

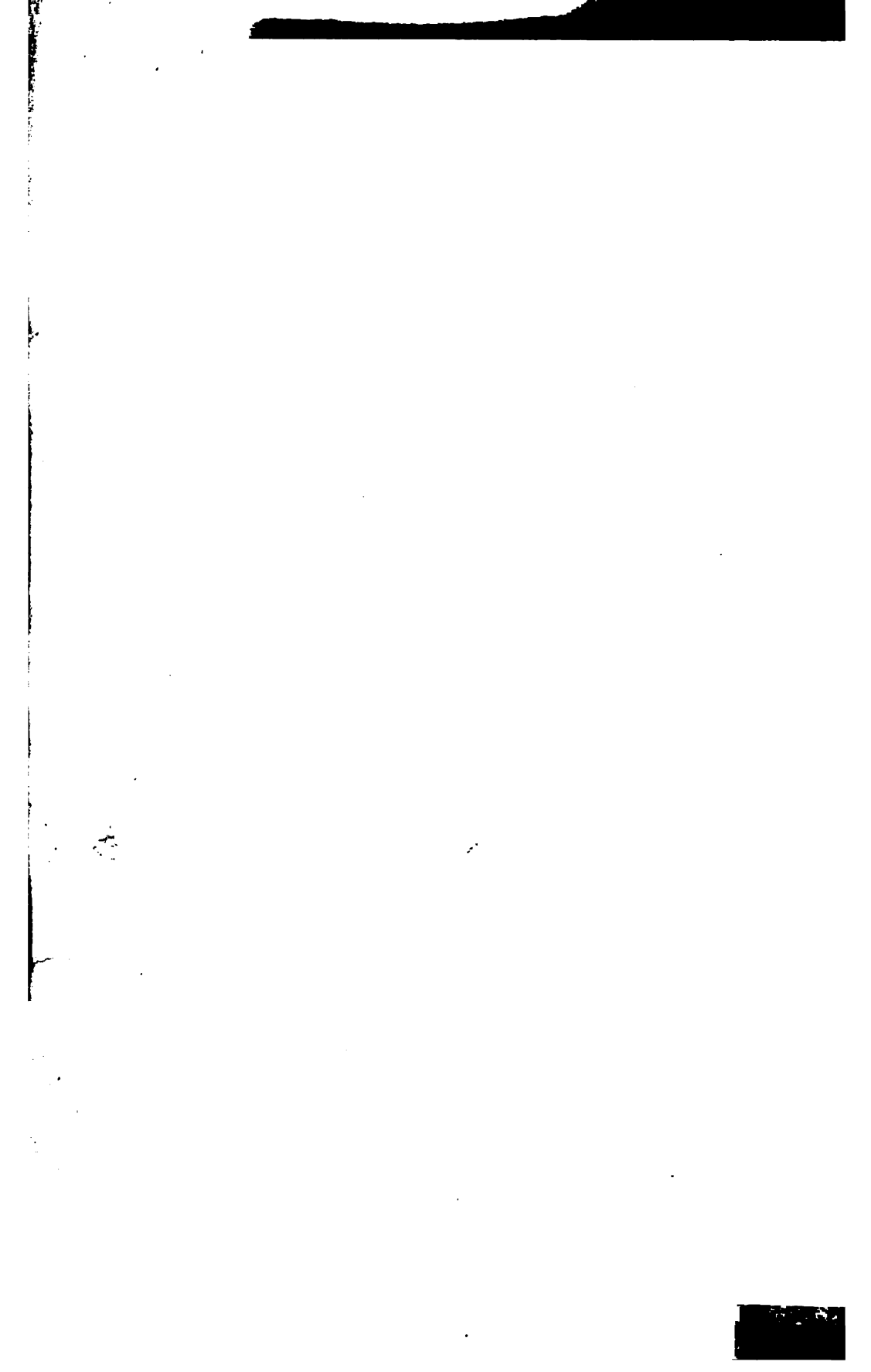
--	--	--

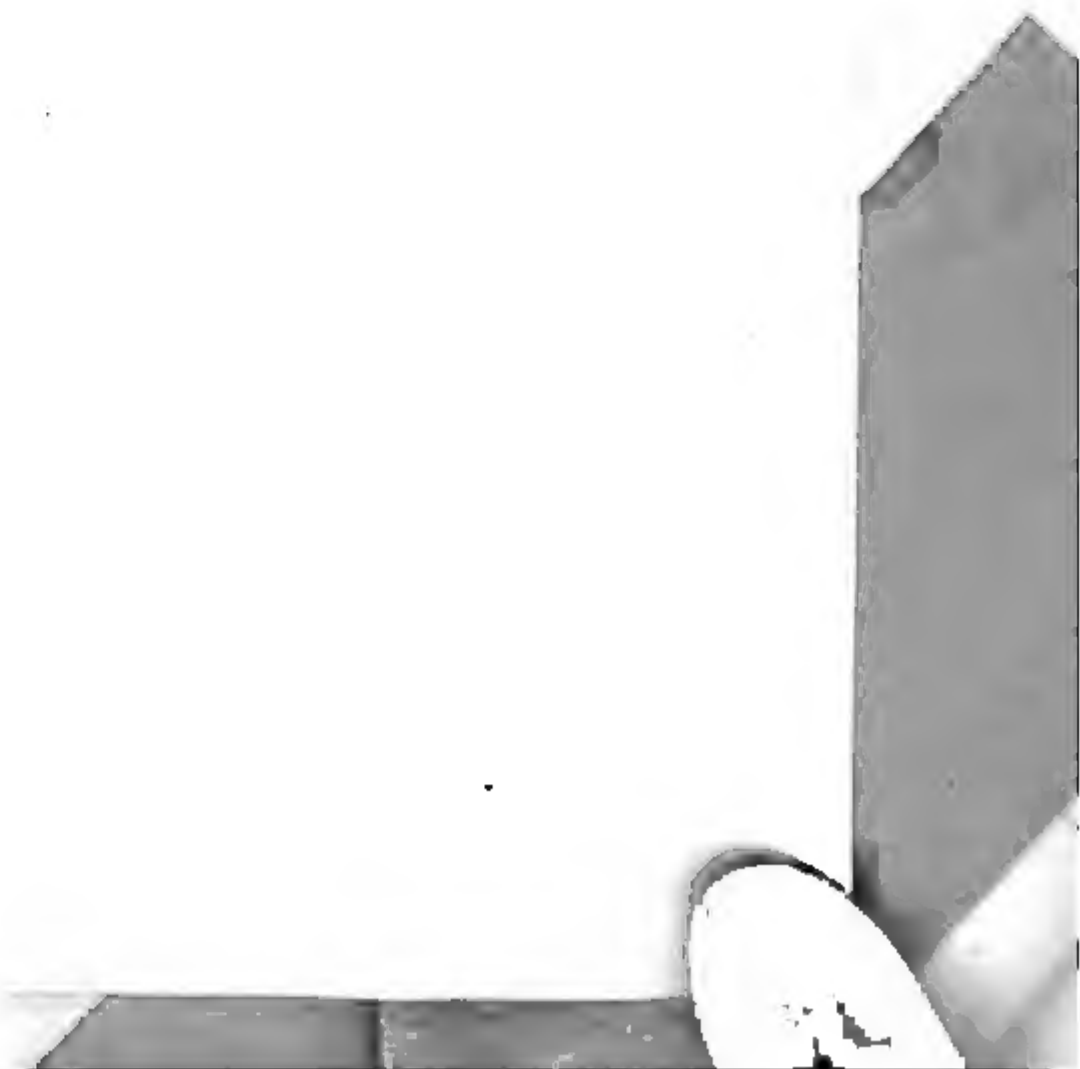


STANFORD

To avoid fine,
or before







[REDACTED]

[REDACTED]

278535